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A GUIDE TO SALINA, KANSAS



AMERICAN GUIDE SERIES

A GUIDE TO SALINA, KANSAS

Compiled and Written by
The Federal Writers' Project
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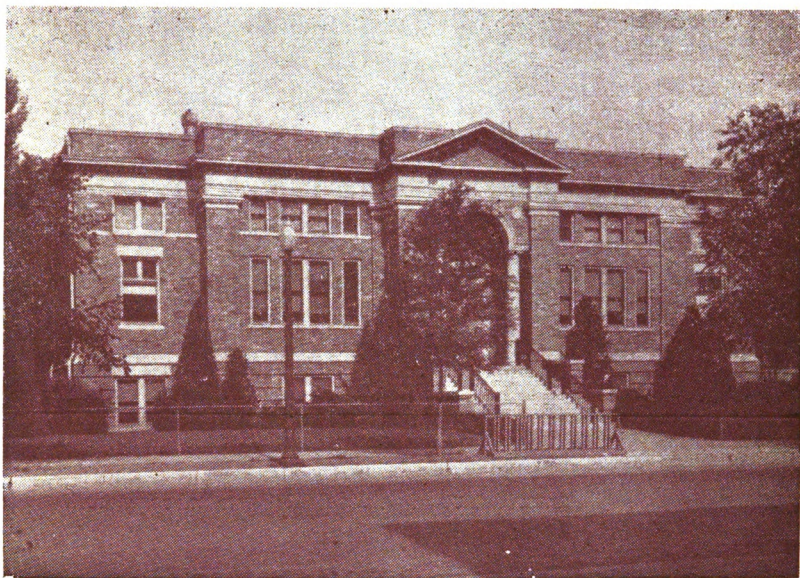
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SALINA CITY GUIDE

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SALINA PUBLIC LIBRARY

PRACTICAL INFORMATION

Railroad Stations: Union Station, 400 N. 13th St., for Union Pacific R. R., Missouri Pacific R. R., Atchison Topeka & Santa Fe Ry., and Chicago Rock Island & Pacific Ry.

Bus Stations: Santa Fe Ave. and Ash St. for Cardinal and Santa Fe Bus Lines; 230 N. Santa Fe Ave. for Southwestern Greyhound and Interstate Transit Lines.

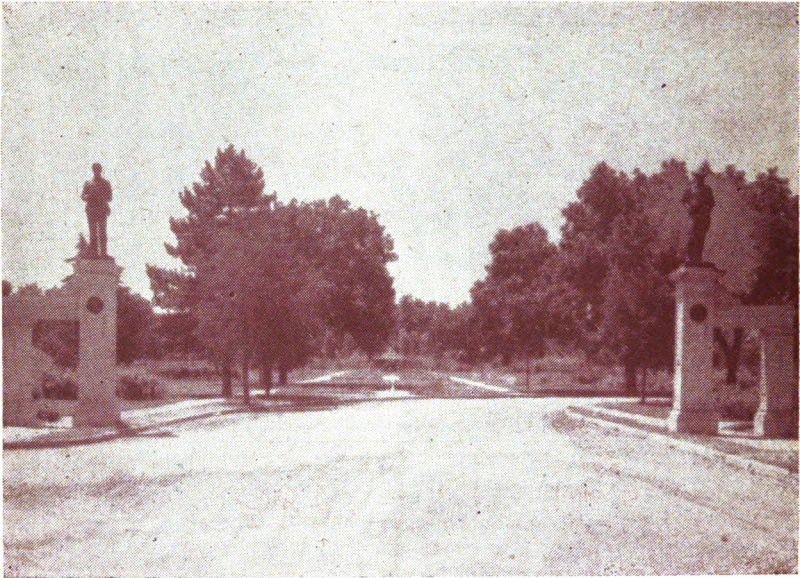
Buses: (Street System) From intersection of Santa Fe and Iron Aves. to N., S., E., and SW. city limits. Fare, 5c with one transfer privilege.

Airport: Municipal, 2.5 m. SE. on E. Crawford St. No scheduled service.

Taxis: Minimum fare 10c, governed by zones.

Traffic Regulations: Traffic lights in business zone; stop signs at intersections with boulevards. Thirty-minute parking in business district.

Accommodations: 10 hotels; 5 tourist camps.



ENTRANCE OAKDALE PARK

Information Service: Chamber of Commerce, SW. corner and Ash and 5th Sts.

Kansas Motor Club: Lamer Hotel, Santa Fe Ave. and Ash St.

Radio Stations: KFBI, (1050 kc.); KSAL, (1500 kc.).

Theaters and Motion Picture Houses: Memorial Hall, 9th and Ash Sts., for concerts; five motion picture houses.

Swimming: Municipal pool in Oakdale Park, E. end of Mulberry St.

Golf: Northview Country Club, 2 m. E. on Iron Ave., 2 m. S. on a country road, 18 holes, greens fee 50c; Municipal Golf Course, 6 m. N. on US 81, 9 holes, greens fee 25c; Salina Country Club, E. end of Iron Ave., greens fee \$1.

Baseball: Kenwood Park, E. end of Prescott Ave. (night games, except Sun. and holidays).

Football: Kenwood Park for high school games; Wesleyan Stadium, S. end of Santa Fe Ave. for college games.

Annual Events: Salina Racing Association, pacing, trotting, and running races, Kenwood Park, Aug.; 4-H Club Fair, Agricultural Hall, Kenwood Park, 1st week in Sept.

SALINA TODAY

Salina (1,220 alt., 20,155 pop.), seat of Saline County and metropolis of Central Kansas, lies in the valley of the Smoky Hill River, four miles southwest of the confluence of that stream with the Saline River, from which city and county derive their names. Two great transcontinental highways also join at Salina. US 81, the Meridian Highway, extending from Winnipeg to Mexico City, enters the city from the north on the main street, Santa Fe Avenue. US 40, an east-west highway often called the "main street of America" forms a junction with US 81 just north of the railroad yards, but unlike the Meridian Highway, which bisects the city's retail district, it skirts the northern fringe of the industrial district and follows a westerly route through a cluster of tourist camps and service stations.

At the north end of Santa Fe Avenue rise the towers of St. John's Military Academy, at the southern extremity is Kansas Wesleyan University, a coeducational school. From a hill just east of the City limits Salina's third educational institution, Marymount, a Catholic college for young women, overlooks the city.

The retail district, centering about the intersection of Santa Fe and Iron Avenues, extends for approximately one-half mile south of the railroad tracks. A few of the avenue's structures are more than three stories high, but from a parallel street one block west rises the city's only "skyscraper," a ten-story buff brick and terra cotta office building. South of the business district Santa Fe Avenue is a street of large, rather old-fashioned homes, broad lawns, and arching shade trees.

The tracks of three main line railroads cross a wide area on the northern edge of the retail district. Here Salina's importance as a flour milling center is made evident by towering concrete storage bins, cylindrical in shape, by the angular gray elevator shafts, and by the mills where 8,500 barrels of hard wheat flour is ground every day. Salina ranks fifth in the United States and third in Kansas in the production of hard wheat flour.

The Smoky Hill River, flowing mostly in a northeasterly direction, winds through the east side of town. Some of this area is subject to overflow, consequently Salina's fashionable residential district has been laid out on higher ground east of the river, where the valley is bordered by a low range of rugged hills. This is the Country Club and Marymount district. Here winding drives and branching boulevards are bordered by modern homes of contemporary design, with well-kept blue grass lawns—made possible by lavish use of the garden hose—multi-colored flower beds and sturdy young trees.

Except for the streets in this district and in the Highland Court section on the southwest, Salina's thoroughfares intersect at right angles and follow, for the most part, the cardinal points of the compass. In the district along the river they cross the stream on trim concrete bridges.

Situated in the center of the hard wheat country, nearly a hundred miles from any other large town, Salina is the trading, educational, and recreational center for a large area in the wheat belt. On Saturday nights residents of many neighboring counties park their cars



WINTER SCENE, OAKDALE PARK

along broad Santa Fe Avenue, and shop under glowing neon signs or attend the movies.

The excellence of Salina's hotel facilities and its central position



NEW FEDERAL POST OFFICE BUILDING

make it a popular convention city. The largest hotels are concentrated in an area along Ash Street extending for two blocks west of Santa Fe Avenue. The Kansas Department of the American Legion sometimes holds its state convention in Salina and residents of the city have learned to regard the boisterous antics of "Elmer" and his "buddies" with good-humored tolerance.

Touring road shows and concert artists, enroute from Kansas City to Wichita or Denver, often stop for one- or two-night stands at Salina, sometimes making their only Kansas appearance in the city's municipal auditorium.

The basis of Salina's economic structure is wheat. A blight on the wheat fields, a prolonged drouth, or a hail storm in ripening season, casts a pall of gloom over the surrounding territory that is ultimately reflected within the city itself. The weather is not a trite topic of conversation in this country, but a subject of vital interest to farmer and business man alike; and not until the bulk of the crop has been combined and hauled to market or stored in bins to await a better price, does it cease to be of vital concern to urban and rural Saline County. Granaries and elevators in Salina have a capacity of seven million bushels of wheat, enough to make a loaf of bread for every man, woman, or child in the United States.

Of secondary importance to the city's economy are the manufacture of mill machinery, furnaces, gravity pumps, brick and tile,



UNITED LIFE INSURANCE BUILDING

farm implements, cement products, auto trailer and truck bodies, optical goods, tents and awnings, rugs, and playground equipment. Two large wholesale grocery firms ship their prepared foods to nearly every point in Kansas and southern Nebraska. Salina has three

banks, two national and one state. Their combined capital, surplus, and undivided profits totals \$1,250,000. There is one trust company with a capital of \$100,000, and three building and loan associations.

Salina's location at the crossing of two transcontinental highway systems, and its excellent railroad facilities have made it an important distribution point. Among the many wholesale and jobbing firms is one of the largest distributors of food stuffs in the state, and a hardware firm that ships its goods to points in Kansas, Nebraska, and Colorado. Automobiles, plumbing and heating supplies, candy, bakery goods, tobacco, office supplies, soft drinks, beer, refrigerators, electrical supplies, flowers, furnaces, furniture, farm implements, lumber, coal and feed, harness, mattresses, brick and tile, builders supplies, meat products, and seed are other commodities distributed by firms that have come to Salina in recent years. Several creameries provide a market for local dairy products.

The citizens of Salina live under the commission-manager form of municipal government. They elect biennially three commissioners, one of whom acts as mayor. The commission is entrusted with the selection of the city manager. This official supervises all departments and appoints the head of each. His decisions are subject to the approval of the commission.

Guy T. Helvering, a former mayor and Congressman, is at present (1939) United States Commissioner of Internal Revenue. Mr. Helvering is president of a Salina bank. Another local resident is George S. Robb, state auditor since 1935. Auditor Robb is one of two Kansans who received the Congressional Medal of Honor for bravery during the World War.

For several years Salina has been one of the two Kansas cities sponsoring a professional baseball club; its players in the Western Association are appropriately named the "Millers." Shirt-sleeved baseball fans gather in the grandstand on summer nights and watch the "Millers" perform under the floodlights. The glaring lights, visible above the treetops in Kenwood Park, indicate to the entire city that the ball club is playing a series at home. High school and college football games also are played at night until late November.

On the football field and the basketball court Salina fans follow the fortunes of the Salina High School "Maroons," the Sacred Heart High School "Knights," and the Kansas Wesleyan University "Coyotes." The "Knights" have twice won the state high school basketball championship in competition with Class B schools.

There are seven parks within the city with a total area of 182.5 acres. They contain municipal swimming pools and picnic facilities.

The Salina Community Theater, organized in 1934 presents a series of plays annually at the municipal auditorium. The Tom Thumb Theater group, organized in 1934 under the auspices of the Salina branch of the American Association of the University Women, offers free dramatic training to children of elementary school age. More than five hundred school children have joined the Tom Thumb Theater. Many of them have taken part in "The Pied Piper of Hamelin," "Snow White," and "Jack and the Beanstalk."

Herschel Logan, art director of the Consolidated Printing Company of Salina, has exhibited in the National Academy of Design, the International Print Makers Exhibition, and in the Rocky Mountain Print Makers Exhibition at Denver. He is a founder and charter member of the Prairie Print Makers.

Salina's educational plant has cost \$1,250,000. There are eleven grade schools, a senior high school, and a junior high school. A parochial grade school and high school are maintained by the Roman Catholic Church.

The city has 27 churches. It is also the seat of the Protestant Episcopal Diocese of Salina.

FIRST AMERICANS

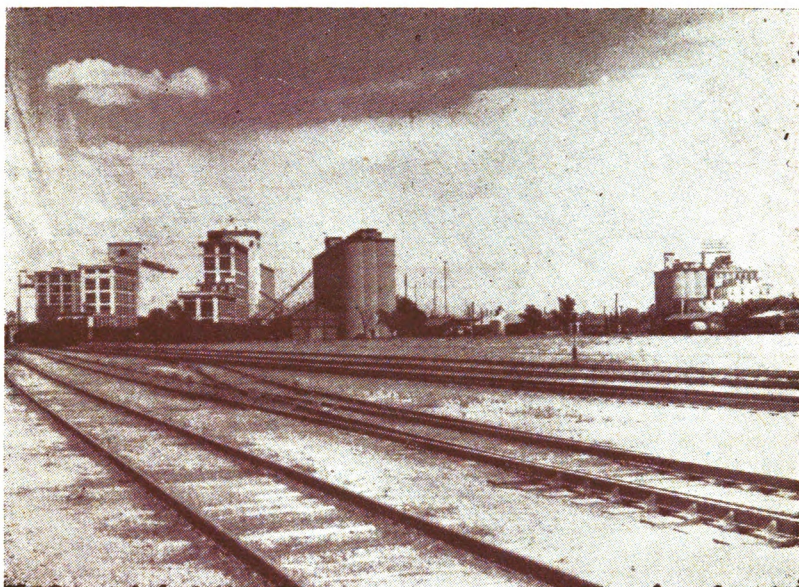
What has been described as the most important archeological find in Kansas history, was the excavation of an Indian ossuary on the Kohr farm northeast of Salina in the fall of 1936. This prehistoric burial ground was first uncovered seventy years earlier by B. F. Marlin, who homesteaded the farm. While digging his dugout shelter, Marlin found a number of human bones, but considered them of no particular importance. The story of his discovery, however, was handed down through the ensuing years.

In July, 1936, G. L. Whiteford, Salina police sergeant and amateur archeologist, assisted by his wife and son, uncovered an Indian lodge about four hundred yards southwest of the burial pit. Howard Kohr, grandson of the owner of the farm recalled the story of the finding of Indian bones. He decided to conduct a search for the grave, and the discovery of several skeletal formations resulted. The Whitefords, who were sent for, unearthed the ossuary, which contains 142 skeletons (see **TOUR 1**).

Saline County is known to be the site of a number of earlier Indian villages. But a majority of the tribes who crossed and recrossed the level plains and rolling hills of this section of Kansas were migratory hunters, the Cheyenne, Arapahoe, Kiowa, and Pawnee, who seldom stayed long in one locality. Traces of villages exist, however, and many artifacts have been found which indicate that the inhabitants had attained a moderate stage of civilization. Potsherds, crude implements of agriculture, arrowheads, and grinding stones have been found near Assaria, east of Bridgeport, and on the Turner farm along the Saline River east of Salina.

Two miles east of the village of Glendale in northwestern Saline County, Etienne Venyard de Bourgmont, the French emissary of good will, concluded a treaty with the Paduca (Comanche) chiefs on October 19, 1724.

The French captain organized an expedition in the summer of 1724 and set out across the prairie toward the land of the Paduca. He suffered intensely from the heat and became so ill that he turned back to Fort Orleans, his base of operations in Missouri, dispatching men to meet the Indians and tell them to wait until he could recover. When early autumn had cooled the plains, Bourgmont recrossed the Canzes (Kansas) River and followed its course westward to the con-



FLOUR MILLING INDUSTRY

fluence of the Smoky Hill and Republican at the site of Junction City. West of this point the Frenchman first followed the approximate route of what more than a hundred years later became the military road between Fort Riley and the western frontier posts. Hundreds of Kansa Indians accompanied Bourgmont and his nineteen soldiers on the expedition.

"This is a fine country and the most beautiful land in the world," wrote the French leader. "The meadows are rolling like the sea, and abound in wild animals; especially in the ox, cow, hind and stag, in such quantities as to surpass the imagination. All the tribes hunt with arrows. They have splendid horses and are good riders.

Entering the broad plain of the Solomon and Smoky Hill Rivers west of the present city of Solomon, the Frenchmen and their Indian followers "Found a small river where the water was briny. We found on this stream an encampment of the Paducas. They had been in camp four days." The village, Bourgmont wrote, contained 140 lodges, 800 painted warriors, 2,000 children, and 1,500 women. After accepting presents and a flag, the grand chief pledged the allegiance of 2,000 warriors to young King Louis XV.

One of the last great intertribal Indian battles was fought in 1857 near Indian Rock, a landmark near the southern edge of the present city of Salina. The Plains tribes, resenting the encroachments of the immigrant tribes on their hunting grounds, had made repeated raids



WHEAT BINS

on the Delaware, Pottawatomie, and Kansa reservations. But the intruders continued to advance.

In the fall of 1857 the Delaware and Pottawatomie were hunting near the site of Bavaria, nine miles west of Salina. They were surprised by a large force of Cheyenne and Arapahoe, accompanied by Sioux. Finding themselves outnumbered, the Delaware and Pottawatomie retreated, fighting back their pursuing enemies, until they reached Dry Creek, a stream that runs through the western suburbs of Salina, where they made a stand. After severe fighting, the allied Plains tribes outflanked the "civilized" Indians from their position along the stream and drove them eastward to the hills that rise from the right bank of the Smoky Hill. However, the Delaware and their allies had already dispatched runners to the Kansa (Kaw) camp near the mouth of the Saline River.

The Kansa, although not an immigrant tribe, were hereditary enemies of the Cheyenne, and responded by sending two war parties, armed with rifles. The Plains Indians had only the bow and arrow. The aid of these well-armed Kansa warriors, like the arrival of Blucher's Prussians at Waterloo, turned the tide of battle. Kansa riflemen took a position behind the big rock and poured fire into the ranks of the Cheyenne and Arapahoe. Five charges were repulsed with great losses and the shattered band of Plains warriors abandoned the field, leaving many dead, among them the Cheyenne chief, scattered along the slopes of the hill.

FOUNDERS AND BUILDERS

William A. Phillips was born at Paisley, Renfrewshire, Scotland, January 14, 1824. He came to the United States with his parents in 1839 settling in Randolph County, Illinois. After receiving his education he engaged for some time in newspaper work and was editor of the **Herald** at Chester, Illinois. His associate on the newspaper was F. B. J. Hanna, who later founded the **Saline County Herald**.

In 1855 Mr. Phillips was admitted to the practice of law. Coming to Kansas in 1856 he was appointed special correspondent of the **New York Tribune**, and that newspaper carried his accounts of the early conflict in Kansas Territory. His **Conquest of Kansas** was published as a campaign document during the Presidential campaign of 1856.

In 1858 he organized the Salina Town Company and helped to stake out the townsite. During the Civil War he served as colonel of the 3rd Indian Regiment, which was composed of men of the Cherokee tribe. After the war he returned to Salina and took an important part in the development of the town. In 1872 he was elected Congressman-at-large and re-elected in 1874 as Representative from the First Kansas Congressional District. He retired from that office in 1879, and engaged in research and writing, later acting as attorney for the Cherokee. He died at Fort Gibson, Indian Territory, Thanksgiving Day, 1893.

Alexander M. Campbell, treasurer of the Salina Town Company, was born at Paisley, Renfrewshire, Scotland, August 12, 1835. When he was thirteen his family came to the United States and settled near Sparta, Illinois. In 1855 he went to Westport, Missouri, and from there to Lawrence, Kansas, where he compiled the first census of that town.

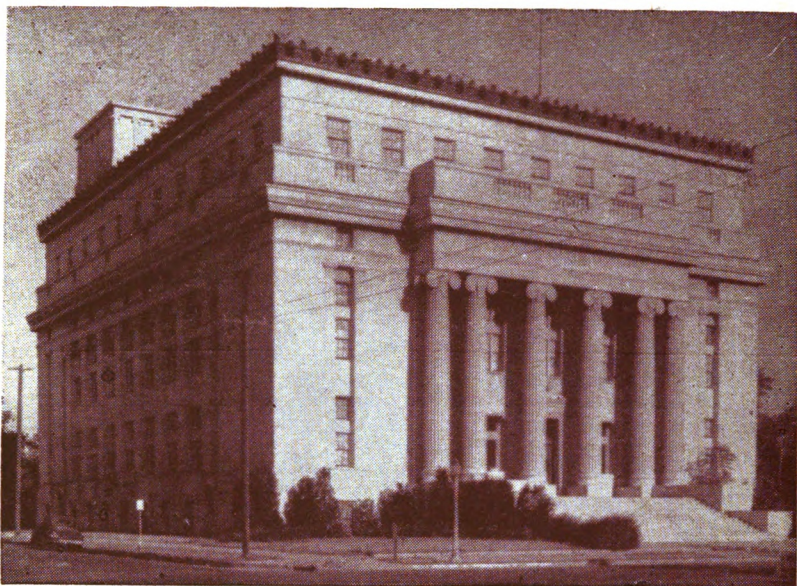
In 1858 he joined with Colonel Phillips and others in founding Salina, became the town's storekeeper and engaged in mercantile business until his retirement. He was married in 1858 to Christine Phillips, sister of Colonel Phillips. Their marriage was the first union between residents of the new town.

He was appointed postmaster by President Lincoln in 1861 and held the office for 27 years. In 1862 he enlisted in the Union Army, attaining the rank of sergeant. He died in Salina, February 15, 1907.

David L. Phillips was born at Paisley, Renfrewshire, Scotland, August 21, 1837. With his parents he came to the United States at the age of two and lived on the family homestead in Randolph County, Illinois, until 1858, when he joined his older brother, William A. Phillips, in Salina. He was one of the charter members of the First Presbyterian Church of Salina and a member of the first board of county commissioners. During the Civil War he was a member of the Kansas State Militia.

In 1870 he moved to McPherson County where he engaged in farming and worked for some time at the carpenter's trade. He returned to Salina in 1873. He mysteriously disappeared in 1883 while on a train bound for California.

A. C. Spilman was born in Yasco City, Mississippi, October 5, 1837. He spent his boyhood days in Illinois where his parents moved while



MASONIC TEMPLE

he was a small child. After studying engineering at the University of Michigan, completing his studies in 1857, he suffered a severe attack of what was known as "Kansas fever." Arriving in Lawrence later in the year he joined his brother-in-law, William A. Phillips, and came with him to Salina as one of the five members of the town company.

During the Civil War he enlisted as a private in Company F, 6th Kansas Cavalry, and was later transferred to the 3rd Indian Regiment with the rank of first lieutenant. At the time of his discharge in 1865 he had been promoted to captaincy.

After the war he engaged in farming and engineering; he surveyed a large portion of land in Saline County. In 1867 he was elected to the state legislature. Three years later he moved to McPherson County, served two terms (1886-90), as probate judge of that county and was elected mayor of the city of McPherson in 1901. He died in McPherson on January 1, 1919.

James Muir was born at Kilmarnock, Scotland, January 1, 1834. He came to the United States in 1852, settling at Chester, Illinois. In 1857 he joined the procession to Kansas, where, at Lawrence, he met Colonel Phillips and became a member of the Salina Town Company. During the Civil War he served in the Quartermaster Department. During his fourteen years of residence in the city he took an active part in the development of Salina.

In 1872 he moved to Roxbury, McPherson County, where he engaged in farming. He died near Roxbury, September 23, 1911.

Daniel Wagstaff was born at Cambridge, Ohio, November 2, 1842. At an early age he joined the westward trek to Colorado and enlisted for Civil War service with a Colorado regiment. After leaving the service in 1865 he came to Salina and was appointed sheriff of Saline County by Governor Samuel J. Crawford. He was later Salina police judge and justice of the peace.

Judge Wagstaff was a leader in Republican politics and a devotee of sport, especially horse racing. He maintained racing stables in Salina for several years and at one time employed Charles Curtis, later Vice President of the United States, as a jockey. He died at Salina in 1919.

Joseph L. Bristow was born in Wolfe County, Kentucky, July 22, 1861. At an early age he moved with his parents to Douglas County, Kansas, where he received his education. He graduated from Baker University, at Baldwin, in 1886. He served as Clerk of the District Court of Douglas County, 1886-90. Immediately after his retirement he became editor and publisher of the *Salina Republican*, which he sold in 1895, and moved to Ottawa where he published the *Herald* until 1905.

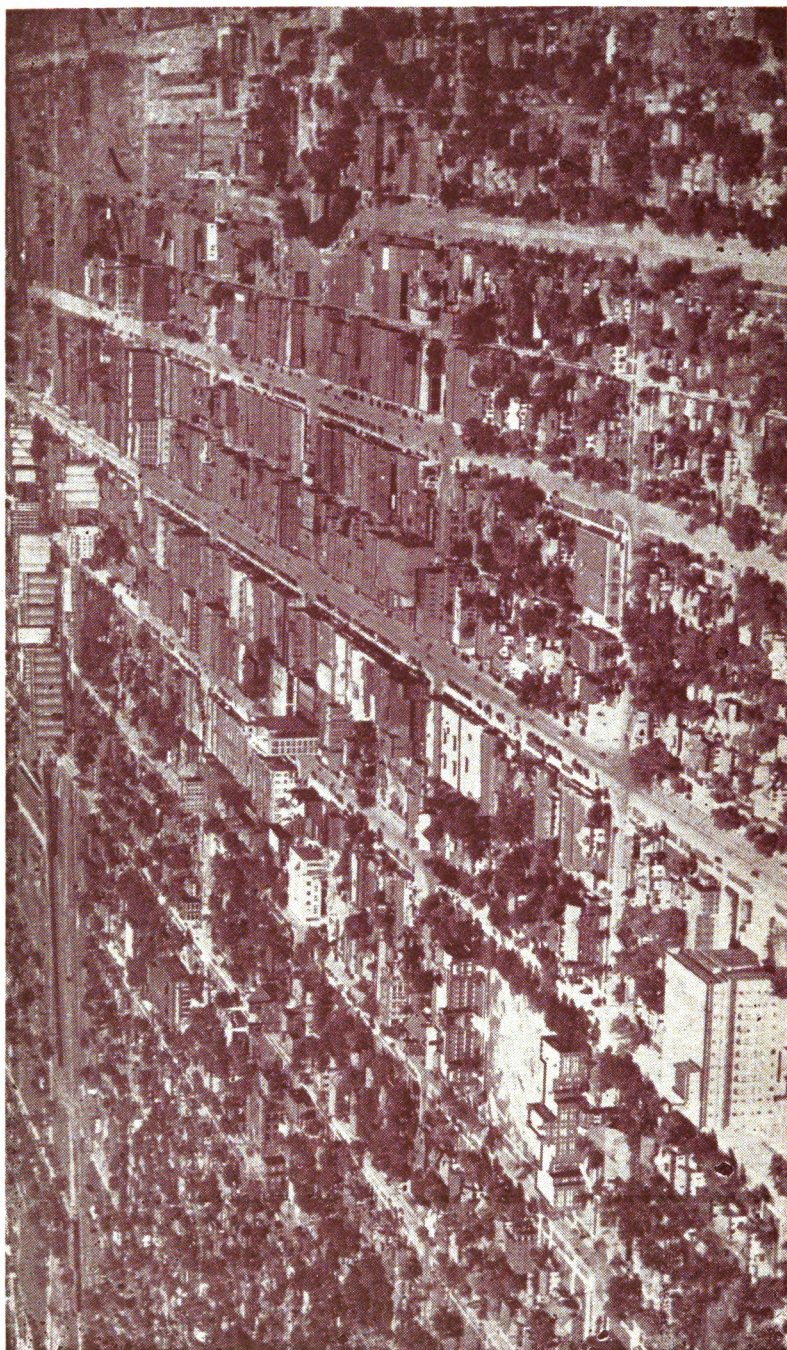
His connection with the *Republican*, which had been consolidated with the *Journal* as the *Salina-Republican-Journal*, was renewed in 1903 and continued until 1925. From 1897 until 1905 he held office of Fourth Assistant Postmaster General.

During the administration of Theodore Roosevelt, Bristow became identified with the Progressive movement in the Republican party and was elected to the office of United States Senator in 1908. During his term in office, 1909-15, he was known as "the boss-busting Senator from Kansas."

After his retirement from public life Senator Bristow bought a country estate near Fairfax, Virginia, where he has since resided.

Dr. Aaron Schuyler was born on a farm near Seneca County, New York, February 7, 1828. He attended New York public schools, and although he moved to Ohio with his parents when he was sixteen, he returned to the Academy of Seneca where he had a remarkable scholarship and athletic record. He was principal of Seneca Academy (1851-62). From 1862 until 1865, he was professor and president of Baldwin University at Berea, Ohio. During his time he received an A. M. from Ohio Wesleyan, a LL.D. from Otterbein, and became an active member of the American Academy of Political and Social Science. He was a well-known lecturer. In 1886, he came to Salina and joined the first faculty of the new Kansas Wesleyan University. He was president for three years (1887-90), and remained on the faculty as a professor and president-emeritus until the time of his death in 1913. Dr. Schuyler was the author of several books on educational subjects.

Guy T. Helvering was born at Felicity, Ohio, January 10, 1878, and came to Kansas in 1887 with his parents, who settled at Beattie, Kansas. He was a corporal in Company M, 22nd Kansas Volunteers, during the Spanish-American War. He attended Kansas University from 1899 to 1900 and the University of Michigan Law School from 1903 to 1906, was president of his class in 1906 and received a LL.B. degree. He married Tinnie L. Koester, March 16, 1910.



AIR VIEW SALINA, KANSAS

He was prosecuting attorney of Marshall County, Kansas, for two terms, 1907 to 1911; was a member of Congress from the Fifth Kansas District from 1913 to 1919, during the 63rd, 64th, and 65th Congress; was a member of the Ways and Means Committee in the 64th and 65th Congress; entered the banking business at Salina, Kansas, in 1920, and is now (1939), president of the Planters State Bank. From 1930 to 1934 he was chairman of the Democratic State Central Committee, and was Director of the Kansas State Highway Commission from 1931 to 1933. On June 5, 1933, he was appointed United States Commissioner of Internal Revenue.

Charles C. Eberhardt was born in Salina, July 27, 1871, and was educated in the Salina public schools and Kansas Wesleyan University.

He engaged in the lumber business from 1891 to 1893. From 1894 to 1902 he was stationed in the home office, in Springfield, Massachusetts, of the Massachusetts Mutual Life Insurance Company. During these years he had a national reputation as a tennis player, teaming with his brother, John J. Eberhardt.

In 1903, he was employed by the Waters Pierce Oil Company, Mexico City. In 1904 he was appointed clerk in the American Embassy in the City of Mexico. His diplomatic career followed with his appointment as Consul at Iquitos, Peru, in 1906; at Barranquilla, Columbia, 1908, where he remained in service until he was named Consul General-at-large in 1910, and Inspector of Consulates over Latin American Republics. He continued on duty as traveling inspector of American Consulates from 1910 to 1924. He was appointed Foreign Service Officer in 1924; and in March of the following year was made American Envoy Extraordinary and Minister Plenipotentiary to Nicaragua. Four years later he was sent to Costa Rica in the same capacity. He retired in 1933.

Henry D. Lee was born in Vermont in 1853. For several years he was in the oil business at Galion, Ohio. In the early eighties he came to Salina and in 1889, his first company, the H. D. Lee Mercantile, was organized. In 1902, with Charles L. and Norb F. Schwartz, L. C. Staples, and J. C. Fritchie, he organized the Lee Hardware Company, of which he became the president. The business was begun in the old Maynard building on the corner of Fourth and Ash Streets.

Mr. Lee was president of the Lee Milling Company and the Kansas Ice and Storage Company, both being organized in 1889. He was president of the Farmers National Bank for several years. In 1889-90, he was chairman of the United Grocers' Association of the United States. He resigned this position to become treasurer of the American Tobacco Company. He called Salina his home until the time of his death, March 15, 1928.

Rousseau A. Burch was born August 4, 1862, in Warren County, Indiana, his parents coming to Saline County in 1869. He received his education here and was a member of the second graduation class of Salina High School in 1879.

He taught country school in Saline County for three years; then entered college in Indiana and later graduated from the University of Michigan Law School, in 1885.

In 1889, he married Miss Clara Teague of Salina. In 1902, Mr.



"ON THE WING," OAKDALE PARK

Burch became a member of the Kansas Supreme Court. In 1935 he became chief justice. After his retirement in 1937 he was appointed dean of the Washburn College Law School at Topeka.

Willard Robison was born in Shelbina, Missouri. He came to Salina with his parents while yet a small boy and grew to manhood in this city where he received some rather sketchy piano instruction and played in a nickleodeon. He was a pianist on the old Night Hawk radio program over WDAF, Kansas City, Missouri.

While in Salina he organized his "Deep River Orchestra" and played local engagements. The title of the first song he composed was "Jo-Lene My Jo-Lene" dedicated to his little daughter, Jo-Lene. Mr. Robison joined the Paul Whiteman orchestra in New York playing with that organization for several years, when he again organized his own orchestra. He has become a well-known radio performer, playing the melodies of the southland, and his own popular renditions of folk material. He wrote "A Cottage for Sale."

HISTORY

Some of the earliest exploratory expeditions that penetrated the western plains, crossed the lands of present Saline County. Francisco de Coronado, Governor of Galicia in New Spain, led his band of gold-seeking Spaniards along the range of hills that rise from the floor of

the Smoky Hill flood plain south and west of the city of Salina in 1541; de Bourgmont came to claim the territory for France early in the eighteenth century; later Zebulon Pike crossed its rivers with the first American flag that floated over the Kansas plains; Kit Carson guided Fremont up its broad valleys. In later years the trails knew the tread of cavalry horses, the patient plodding of the homeseekers' oxen and the rumble of the stagecoach and freighting wagon. The first railroad laid across the state extended its rails through the little frontier town in 1867.

It is generally believed that Coronado camped on the gaunt promontory north of Lindsborg known today as Coronado Heights (see **TOUR 2**). Some historians believe that he turned back here, convinced at last that the Golden Cities of Cibola existed only in Indian legend. Other authorities contend that the ubiquitous Spaniard followed the Smoky Hill's course eastward into what is now Geary County before abandoning the pursuit of the golden vision.

Nearly two hundred years later, the French defeated a Spanish expedition under Don Pedro de Villazur near the site of North Platte, Nebraska, and claimed Kansas and the Central Plains region for young King Louis. To strengthen the claim, Etienne Venyard, Sieur de Bourgmont, erected a fort at the mouth of the Osage River in 1722 and organized an expedition in the summer of 1724 for the purpose of establishing friendly relations with the Plains Indians in Kansas.

The French made no attempts to colonize the region. In 1762 they ceded it back to Spain; but the Spaniards displayed no greater interest in the empire they had regained. By the terms of the treaty of Madrid in 1801, the territory, known henceforth as Louisiana, was re-ceded to the French. When Napoleon, preparing to attack England and consolidating his position, learned of President Jefferson's desire to purchase New Orleans and west Florida, he offered to sell all of Louisiana. Louisiana became the property of the United States in 1803.

One of the first expeditions sent by the United States Government was that of Capt. Zebulon Pike, who visited the Pawnee village on the Republican River in 1806 and planted the flag for the first time on Kansas soil. Pike's expedition, which later followed the Arkansas River to the Rocky Mountains camped for a few days in present Saline County. Fremont's expedition, guided by Kit Carson, passed through this section of Kansas in 1842.

The first attempt at settlement near the site of Salina is believed to have been made in 1856 when a company was organized at Xenia, Ohio. Preston B. Plumb, later founder of Emporia, and for eighteen years U. S. Senator from Kansas, was a leader in this movement. He recognized the advantages of a townsite near the confluence of the Saline and Smoky Hill Rivers and advertised it widely throughout the East. Eventually, the Ohio men decided the proposed settlement was too far away from the other centers of population in Kansas Territory and the plan was abandoned.

In the spring of 1857, Col. William A. Phillips, a native of Scotland, who had been sent to Kansas by Horace Greeley as special correspondent of the **New York Tribune** in Kansas, came with a small

party to the confluence of the Smoky Hill and the Saline. Phillips was impressed with the location as a potential townsite. The party was running low on provisions and there was no revictualing center nearer than Fort Riley, fifty miles away, and it turned back. Later in the year the site was visited by Gotthart Schippel and his son, John. This was before the Plains Indians had been crushed in the great battle at Indian Rock (see **FIRST AMERICANS**), and the presence of hostile roving bands caused the Schippels to abandon their plan of founding a town here.

As a newspaper correspondent Colonel Phillips had observed the early struggle for Kansas and had become a partisan of the Free State faction. Much of his time had been passed at Lawrence, the abolitionist capital, where he became intimately acquainted with such Free State leaders as Gen. James H. Lane and Dr. Charles Robinson. The Scotch journalist recognized the possibilities offered by the expanse of fertile territory, but he had seen enough of strife and bloodshed on the border to convince him that safety lay only in the unpopulated regions of the West.

Phillips' book, **The Conquest of Kansas by Missouri and Her Allies**, published in 1856, described the first two years of Kansas' territorial history, a period that ended with the sacking of Lawrence by the proslavery forces and the apparently hopeless defeat of the Free State men. In his concluding paragraphs, however, he expressed a spirit of optimism and a firm belief in the future of "bleeding Kansas."

"Kansas, the Italy of America, the debatable ground, still has much to tempt," he wrote. "Landscapes of unsurpassed loveliness, a soil of unmatched fertility, with richest natural elements, exhibit the value of the future empire whose fate was tossed recklessly in the scale to vibrate between the conflicting claims of freedom and slavery."

"What matters it that free speech and a free press are 'treason' in Kansas? What matters it that the judiciary is the obedient slave of slavery? What matters it though the federal troops hold in their iron grasp the Kansas that Missouri and slavery conquered? There is, thank God, still a spirit and vitality in the American character which will rise above all these obstacles and will yet write **Resurgam** on the tomb of Kansas liberty."

Doubtless the Scotch journalist abandoned his first effort to found a colony largely because of his fear of Indian depredations. The Schippels, too, had been forced to flee by the menace of the roving bands of Cheyenne and Arapahoe warriors. In Lawrence, where Phillips met a youthful compatriot named Alexander Campbell, the Delaware Indians from the reservation north of the Kansas River often told of encounters with the Plains tribes while hunting along the Smoky Hill and the Saline Rivers. Campbell befriended some of the Delaware who were operating a ferry across the Kansas at Lawrence and helped them with their business affairs. Colonel Phillips had been considering a site on the Republican River north of Fort Riley but it is possible that he learned of the great fight at Indian Rock (see **FIRST AMERICANS**) from these Indian ferrymen and concluded that it would be safe to go back to the buffalo country since the defeat of the troublesome Cheyenne.



MEMORIAL HALL

Phillips, Campbell, and James Muir, another Lawrence Scotchman, decided to return to Saline County in the spring of 1858. An added bond had developed between Colonel Phillips and his young friend, through Campbell's romantic attachment to Christine Phillips, the colonel's sister. Accompanying the three Scots was L. O. Jaderborg, a Swede from Galesburg, Illinois. The party passed the abandoned town of Buchanan (see **GHOST TOWNS**) on the Solomon River early in April and followed the trail to the mouth of the Saline. Here they found a log cabin on the north bank of the stream near the government bridge. The cabin was deserted and some buffalo were feeding at a haystack near-by.

They followed the Smoky Hill to the point where it makes a great bend to the south. They drove their stakes and established a townsite, to which they gave the name of Saliena, from the salty waters of the Saline River. The name was afterward simplified to Salina. Two months later a widow, Mrs. Catherine Link, took a homestead near the present site of New Cambria, six miles east. She was the first white woman in Saline County, but she did not wait long for feminine companionship, for Christine Phillips soon came to join Alexander Campbell and share with him the crude shelter he and James Muir had built near the left bank of the Smoky Hill. They were married at Riley City, a town near the Fort Riley reservation.

Phillips and his companions were literally forced to chase the buffalo from their townsite. Salina was directly in the path of the periodical migrations of the great herds. One day in the early sum-

mer of 1858 Campbell and Muir were digging a well near a house they had just completed—the first on the townsite—when they heard a sound like the distant roaring of a great wind. Convinced that a tornado was approaching, although the sky was clear, the young pioneers took refuge in their little house. Great clouds of dust obscured the western horizon and the roaring became louder.

A vast herd of buffalo appeared, bellowing and plunging in a frenzied stampede. Campbell and Muir waited apprehensively as the terrified animals approached and expected that their flimsy shelter would be smashed to bits under the thundering hooves, but the great herd parted like the waters of the Red Sea and swept by, making the house a tiny island of safety. Campbell wrote in his diary that the animals were nearly an hour in passing. For some time afterward residents of the village lived in fear of another stampede, but the great herds soon became wary of settlers' rifles. A severe winter, following the drouth of 1860, left the valley strewn with buffalo carcasses as hundreds of the half-starved animals perished in the intense cold.

Campbell bought a stock of goods and opened a trading post and store. As hunters, soldiers, and friendly Indians flocked to the new center of civilization, the establishment prospered. In June a great flood covered the river valleys, washing out the bridges. This disaster decided Colonel Phillips to build a road on higher ground, and the result was the blazing of the "Phillips Road," which followed the ridges between the watersheds from Salina to Fort Riley and from there to Lawrence. The modern highway, US 40, follows the approximate route of the old Phillips Road.

More settlers arrived in 1859. Salina's first hotel was opened, and Saline County was officially organized by the Territorial legislature. At first the new county was divided into two townships, Elm Creek and Spring Creek; and as population increased these were subdivided into nineteen. Salina was incorporated and designated as the county seat. Officers were elected in 1860; they included David L. Phillips, a brother of Colonel Phillips, Israel Markley, and Charles Holtzman, county commissioners; Jack Case, treasurer; and Luke F. Parsons, sheriff.

The Phillips Road made possible trade between Salina and Topeka in 1861. The road crossed the Smoky Hill by means of a free ferry operated by Alexander Campbell.

Salina's leading industry was started by Colonel Phillips when he erected a sawmill and a grist mill. A post office was established with Alexander Campbell as postmaster. Mail was carried as far west as Solomon, but no provisions had been made for extending the service to Salina, consequently a volunteer service was instituted which continued until a star route was opened from Solomon.

Salina made little progress during the Civil War. Many of the residents of the town, including Colonel Phillips, Alexander Campbell, and James Muir, enlisted in the Union Army soon after the outbreak of hostilities. The 3rd Kansas Regiment was organized by William Phillips and after its consolidation with another regiment he was commissioned major of the 1st Indian Regiment. In 1862 he was promoted to the rank of colonel and given command of the 3rd Indian Regiment, composed largely of men from the Cherokee tribe. Colonel Phillips was thrice wounded in action.

Its situation, nearly two hundred miles from the Missouri Line, did not save Salina from hostile raids. On September 16, 1862, fifteen heavily armed guerrillas, or Red Legs, rode into the village. Placing the terror-stricken citizens under an armed guard, the members of the band looted the hardware store of arms and ammunition and stole all the horses they could find. "We have taken this property and it is ours," said the Red Leg leader mounting his horse, "no harm will come to any of you if you keep quiet but we warn you on peril of your lives not to follow us."

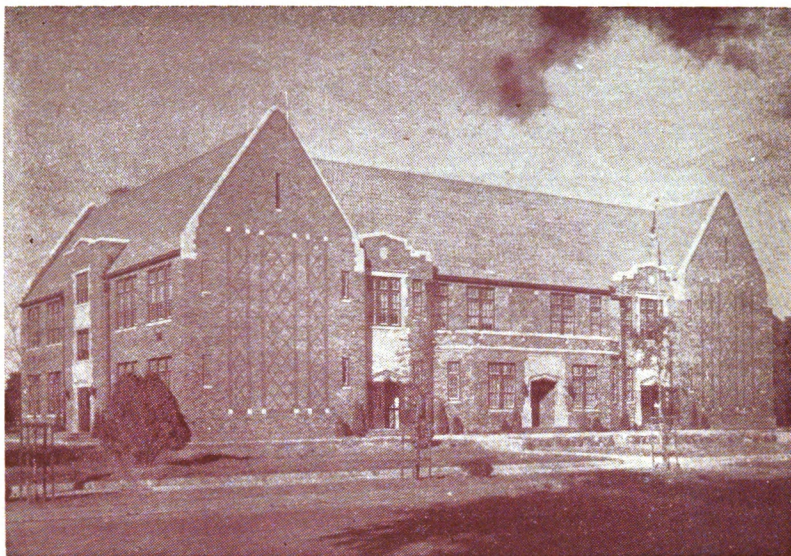
The Salina men, however, disregarded the warning, and as soon as mounts could be obtained from near-by farms a posse of twenty men set off in pursuit. After following the trail for several days in the hope that the raiders would be forced to stop and graze their stolen livestock, the posse abandoned the chase. Eighty-four horses had been stolen from Salina, a number from near-by ranches and six horses and mules were taken from a stage driver on the Smoky Hill Trail, who was forced to alight and walk fifteen miles into town.

Salina had an Indian scare in the autumn of 1864, when a frightened stage driver whipped his horses into town and gasped out an incoherent story of an attack by the Cheyenne. His entire military escort had been massacred, he said. The town leaders appealed to the Governor for assistance, asking that a company of militia be sent to the town. Fears were soon dispelled, however, and the unhappy stage driver became an object of ridicule, when news came that the military escort had arrived safely at Fort Zarah, reporting that the driver had bolted after mistaking a herd of buffalo for Indians.

The founder of Salina, according to his biographers, returned in 1865 to find it "somewhat dilapidated." Lean and bronzed after his years of hard service on the Indian frontier, the colonel again took his place in the life of the town. The railroad surveyors were laying out the route of the Kansas Pacific which already had come as far as Topeka. Colonel Phillips soon convinced the railroad builders that the Smoky Hill Valley was the logical route to follow. The news that the colonel had received the assurance that Salina was to be on the line was received with jubilation, and townspeople eagerly awaited reports of the westward progress of the rails.

Although the track layers moved with remarkable rapidity considering the conditions under which they were working, the anxious citizens of Salina compared their progress to the gait of the little land tortoises that plodded serenely along the wagon roads. Yet, as the rails came nearer and nearer the town began to hum with anticipation. Manhattan, Fort Riley, and Junction City were successively reached. From Junction City to Salina was a weary stretch of fifty miles through country inhabited only by Indians and buffalo hunters.

With the spring of 1867 came the vanguard, headed by a young buffalo hunter who had contracted to furnish meat for the construction gangs. "Buffalo Bill" Cody was a welcome arrival. He was a popular addition to Salina's sporting set, and giving evidence of the talent for showmanship that made his name known throughout the world in later years, he organized and acted as master of ceremonies at many of the holiday celebrations in the town. Another familiar visitor at Salina's rendezvous was James Butler (Wild Bill) Hickok, the scout who later was to become Abilene's two-gun marshal.



OAKDALE SCHOOL BUILDING

Salina, fifty miles from its nearest neighboring town, was the rawest of frontier villages in 1867. Kaw Indians from the reservation south of Junction City mingled on its dusty streets with swaggering cavalymen from Fort Riley, "bullwhackers" from the immigrant trains, hunters in fringed buckskin shirts, dandified gamblers, shift-eyed traders, awe-stricken homeseekers from "back East," ladies in crinoline, and "painted women" from dance halls.

In April the campfires of the railroad construction crew were sighted downstream. Soon the workmen flocked to Salina and staged a celebration. Salina had planned a bigger one. When the last rail was laid and the wheezing old locomotive, swathed in red, white, and blue bunting, rolled into town, the entire population turned out. War veterans appeared in old uniforms of blue or butternut gray, bands blared a welcome. Colonel Phillips and other dignitaries, in cutaway coats and silk "toppers," greeted the railroad officials. It was a great day in Salina history and marked the beginning of a new era. Before long settlers began to arrive by rail and one of these newcomers, F. B. J. Hanna, brought type and a printing press and began to publish the **Herald**, Salina's first newspaper.

There had been discussion for several years of the feasibility of establishing cattle terminals at points along the new railroad. A majority of Kansas cattlemen opposed the scheme, fearing competition and the dreaded "Texas fever." When Joseph G. McCoy, an energetic livestock dealer, came to the Smoky Hill country seeking to establish a "cow town" he was met by many rebuffs.

Junction City men asked a high price for a stockyard site, and McCoy headed westward along the railroad tracks. Twenty-five miles west of Junction City was a buffalo hunter's cabin, the only evidence of civilization on the site of Abilene. McCoy went on to Solomon City, a railroad boom town on the site of the Buchanan colony, where he selected what he thought was an ideal location.

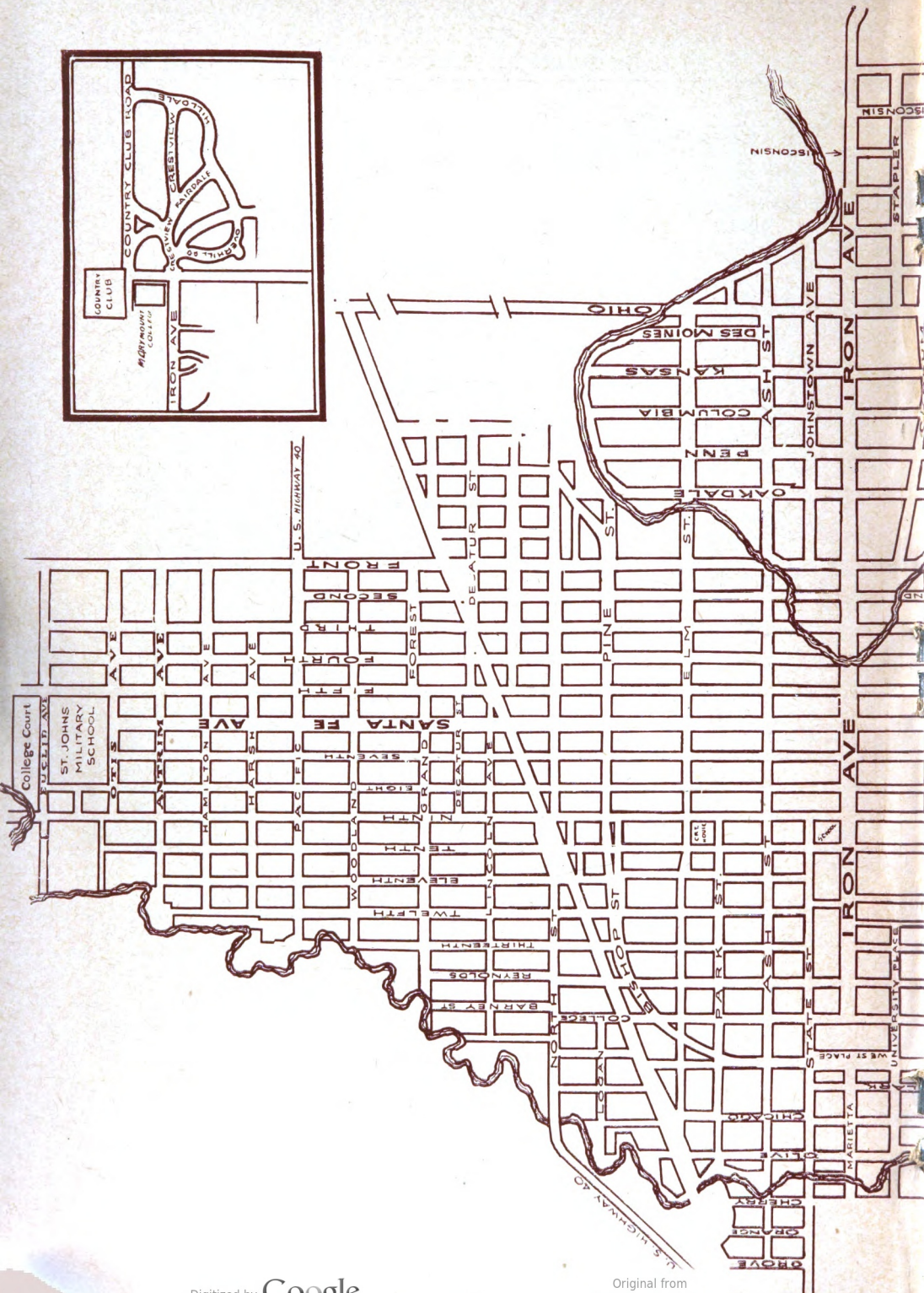
"But," wrote McCoy, "after one or two conferences with leading citizens it became evident that they regarded such a thing as cattle trade with stupid horror—and citizens of Salina were much in the same mood." Thus did Solomon and Salina curtly refuse the opportunity offered by Joe McCoy, who retraced his steps to Abilene and founded a town of his own. The cattle trade assumed such tremendous proportions within the next five years, however, that Solomon and Salina received a share in spite of their early prejudices against the "Texers" and their boisterous ways. In 1872, 10,940 head of cattle were shipped over the Kansas Pacific from Salina and almost as many from Solomon.

The last of the Indian raids in central Kansas created some uneasiness in Salina. The Dog Soldiers, renegade bands of Cheyenne, who refused to abandon the warpath after the tribal chiefs had pledged to peace, committed depredations in 1867-68. Several volunteer companies were recruited to protect the settlements against these warriors, who were led by such noted Dog chiefs as Tall Bull and Red Nose. One company was organized at Salina but it did not see much action and was mustered out after sixty days of service. A troop of cavalry also was stationed at the town for a short time during this period.

Considerable impetus was given to the settlement of Salina's surrounding territory in 1868 by the organization of the First Swedish Agricultural Company at Chicago. Hundreds of Scandinavians were coming to the United States because of a severe drouth in Sweden and Norway, and the Chicago company proposed to colonize central Kansas with the immigrants. The Kansas Pacific was offering for sale thousands of acres of land granted by the government, and the Chicago company bought 13,000 acres in southern Saline and northern McPherson counties. Special excursion rates from Chicago to Salina were offered to homeseekers.

L. O. Jaderborg, who had come with Colonel Phillips in 1858, was the first Scandinavian in Saline County, but he returned to Junction City. In 1864 Anders B. Carlgren, a native of Sweden, took a homestead on the Saline River about two miles north of Salina. During the first winter Carlgren lived in a hollow cottonwood tree; in the spring he built a dugout and later replaced this shelter with a log cabin. The hardy Norseman was joined by friends and relatives and a small Swedish settlement had grown up along the river by the time the Chicago Swedes became interested in Kansas.

In 1869 about 250 Scandinavians, mostly Swedes, came to Salina to settle the farm lands purchased by the First Swedish Agricultural Company. Others were settled on tracts of land purchased by the Galesburg Colonization Company of Galesburg, Illinois. Some of these people settled in Salina, and the town became the distribution and trading center for the settlement until the railroad was extended





Map of
Salina, Kansas

south to Lindsborg and McPherson in 1879. The Swedes were an important factor in the development of local agriculture.

"The Kansas Pacific Railway is now open to Sheridan, 405 miles west of the Missouri River," the *Herald* announced on January 1, 1870. Three trains, a fast mail, an accommodation train, and a mixed train operated between Salina and Kansas City. The fastest schedule, that of the mail train, promised the ticket holder a ride of only ten hours and twenty minutes to the city at the mouth of the Kansas River. To-day a three-and-one-half hour schedule is maintained by the Union Pacific's modern streamliner, the *City of Salina*. The distance from Salina to Kansas City is 190 miles.

In 1870 Salina was designated as a city of the third class. It had a population of nearly 1,000. Groups of settlers from Illinois and Ohio arrived about this time. During a period of building expansion, the first courthouse and jail were completed on ground donated to the county by William Bishop. In 1871 the Pacific House, which became one of the leading hotels in central Kansas, opened its doors. On Christmas Day of the same year a fire broke out in the business district, swept into the residence section and left a dozen ruined dwellings and business houses. The conflagration was regarded as a major disaster by the citizens of the struggling town, but it proved to be a benefit to the Salina of the future since it proved the necessity of building stone and brick structures in place of the flimsy, highly inflammable shacks that had formerly lined the streets.

During 1871 the Land Office was moved from Junction City to Salina, and a wave of new settlers swept over the territory the following spring. Another building boom followed, but fire again destroyed a large section of the town in the fall of 1875. As a result, the city council passed an ordinance prohibiting the construction of wooden buildings within the city limits. For the second time in a five-year period Salina entered a period of reconstruction.

Two Salina men were elected to public office during this period. Col. William A. Phillips became Congressman from the First Congressional District in 1874, and served two terms (1875-79). Thomas Cavanaugh was secretary of state during two terms (1875-79).

In the 1870's the Salina trade territory along with the rest of Kansas was greatly affected by the introduction of winter wheat. In 1869 a Salina physician, Dr. E. R. Switzer, planted alfalfa for the first time in Saline County. It is now one of the most important crops in this section of the state.

Saline County exhibits were awarded several prizes at the State Fair of 1871, held at Topeka. "In the magnificent display of vegetables at the fair," says a published report of the exposition, "one very noticeable feature was the display from the Great American Desert. Saline County, bordering on the buffalo country, was awarded first premium on oats, fall barley and salt." A modern historian offers the comment that "salt is no longer considered a vegetable in Kansas."

A steam-powered flour mill was opened in 1878 and numerous other industrial firms came to the city during the following five-year period. The United States census of 1880 revealed the largest proportional increase of population in Salina's history. From a village of 918 in 1870 it had grown into a busy little prairie city of 3,111.



SCENES IN OAKDALE PARK

An industrial census of 1884 gave proof of the city's economic stability. Besides many new homes Salina had a new waterworks system with a daily capacity of three million gallons. There were two wholesale grocery firms, five dealers in agricultural implements, three flour mills, and many other wholesale and retail establishments. Six hotels catered to the increasing traveling public. The city had ten grain elevators, five livery stables, and six blacksmith shops. There were ten churches, two school buildings, and the Salina Normal University was established during that year. There was also a new opera house.

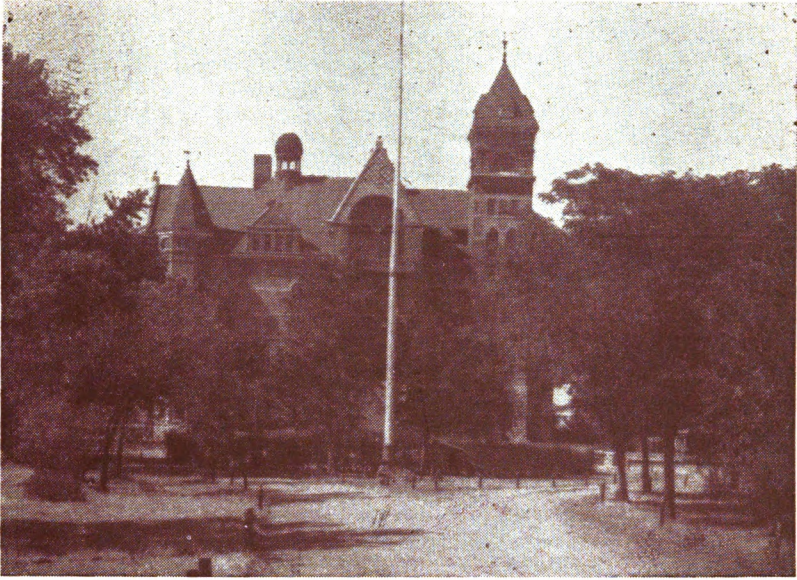
The five following years saw the completion of the Missouri Pacific, 1886; the Chicago Rock Island & Pacific, 1887; and the Atchison Topeka & Santa Fe, 1887. By 1890 the population had increased to 6,503. Even the later depression failed seriously to retard Salina's growth and by the end of the century its residents numbered 9,105.

Henry N. Gaines, of Salina, was state superintendent of public instruction from 1893 to 1895 and Alexander P. Riddle served as commissioner of insurance from 1895 to 1897. In 1902 Rousseau A. Burch, a young Salina attorney, was appointed to the office of associate justice of the Kansas Supreme Court, filling a vacancy created by the death of Justice Abram H. Ellis. Retained in office by the electorate, Justice Burch served the state for 35 years and was recognized as one of the leading jurists in the Middle West. He was Chief Justice from 1935 until his retirement in 1937.

In 1903, known to all Kansans of the older generation as the year of "the great flood," the major portion of the city was inundated by the waters of the Smoky Hill River. Property damage was great, but residents of the flooded areas were warned in time to move to the hills, and as a result there was no loss of life. The last of the city's disastrous fires destroyed the Salina Normal University, one year later. The school was never rebuilt. This decade did not witness the marked growth of the two previous ten-year periods but industry and trade became more firmly established after the rehabilitation era that followed the flood. The census of 1910 showed a population of 9,980.

Before the end of the year 1910 a new courthouse had been completed. The present city hall was erected the following year. In 1915 the period of railroad expansion, overlapping the motor age to some degree, closed with the construction of the Salina Northern Railroad. Wheat belt prosperity brought by the World War resulted in another period of vigorous expansion and Salina's population had grown to 14,190 in 1920.

Salina claims the distinction of organizing the first Boy Scout troop in the United States. In 1908, F. John Romanes, an Englishman and a former student at Oxford University, visited Lloyd B. Holsapple, a former classmate who was canon of Christ Cathedral. Jack Romanes, as he was known, was induced by the bishop of the Salina Diocese of the Protestant Episcopal Church to join the faculty of St. John's Military Academy. He had been a Boy Scout leader in Scotland, having received training under Baden-Powell, organizer of the movement. He undertook to organize a troop among the boys of Salina.



ST. JOHN'S MILITARY ACADEMY

On January 21, 1910, Romanes wrote in his diary, "Patrols definitely formed." The first patrol was known as the Raven Patrol, and was soon followed by the Wolf Patrol and the Eagle Patrol. The Boy Scouts of America were incorporated February 8, 1910. A few months later Romanes went to Denver to the bedside of a sick brother. There he was retained as Commissioner of the Denver Boy Scouts. Canon Holsapple replaced him as scoutmaster in Salina. Members of the Raven Patrol were: Raymond Fenn, William Ziesing, William Mitchell, Arthur Hurlburt, Louis Gottschick, Walter Eitel, Dewitt Holloway, John Fuller, Leslie Wilson, and Lloyd Livingston.

Company M, 2nd Kansas Infantry, a Salina unit, served on the Mexican border in the summer of 1916. It was called again in April, 1917, after the declaration of war. The Salina infantrymen were mustered into Federal service August 5 and sent to Camp Doniphan, Oklahoma, under the leadership of Capt. Roy Perkins. At Camp Doniphan the company was merged with Company M, 1st Kansas Infantry when the two regiments combined to form the 137th Infantry of the 35th Division. Salina men enrolled under the Selective Service Act were assigned to units of the 89th Division and trained at Camp Funston on the Fort Riley reservation. There are thirty gold stars in Saline County's service flag, representing men who died in the Argonne, at St. Mihiel, Sedan, or in camp hospitals.

In 1921 Salina voted to adopt the commission-manager form of municipal government, replacing the council system that had been in operation since its incorporation. Marymount College was dedicated

in 1922. During the next few years the last link in a new transportation system was completed with the construction of US 40 along the route of the old trail.

In 1911 representatives from all sections of the state met in Salina to formulate plans for the construction and marking of a north-south highway through central Kansas. Winfield Watson, of Salina, was president of the resulting organization which became known as the Meridian Highway Association. In 1925 the Federal Government accepted the organization's plan and began the marking and routing of the highway. It is now designated as US 81.

THE STORY OF FLOUR MILLING IN SALINA

(For description of milling process, see POINTS OF INTEREST.)

On April 11, 1861 Colonel William A. Phillips opened a grist and saw mill a short distance south of the Ash Street bridge, and launched Salina's most important industry. The machinery had been hauled overland from Leavenworth by teams, and was operated by steam power.

The Civil War checked Salina's industrial expansion for several years after the opening of the Phillips mill, but early in 1867, the year the railroad came to town, another grist mill was erected by J. K. Lull, R. F. Lull, and E. W. Rittgers near Walnut and Third Streets. The site was more advantageous for the operation of a steam mill than the Phillips site, since the Walnut Street bridge gave the Lull and Rittgers firm access to a large tract of timber just across the river. This advantage, however, was literally washed out when a flood in July of that year destroyed the Walnut Street bridge. In 1869 the Lull brothers sold their interest to Rittgers and C. R. Underwood. The new member of the firm bought out Rittgers in 1871 and continued to operate the mill until 1874, when he merged it with the Sheldon brothers mill.

One of the few windpower mills in Kansas was erected by J. M. Deitz near the present site of Wesleyan University in 1869. Since it could be operated at a minimum cost the Deitz mill was very successful. Swedish farmers from as far south as Lindsborg and McPherson brought their grain here to be ground. In 1876, Deitz, having acquired a fortune, moved to Kansas City, Missouri, and invested his capital in large milling enterprises.

The Sheldon Mill, built in 1867, a few months after the Lull and Rittgers Mill had been completed, stood near the present site of the Western Star Mill. On November 15, 1869, John P. Hedigan and wife sold their mill rights, acquired from the town company, to Thomas D. Bennett and Andrew Anderson. Henry Orans, who arrived at the growing village in the spring of 1870 induced Bennett to sell his interest and entered into a partnership with Anderson for the construction of a grist mill. Lacking the capital to build a substantial dam, the partners began working on a brush dam along Fourth Street between Ash Street and the river. The stream swarmed with beaver in those days and the little amphibian animals seemed to consider the construction of brush dams as their sole prerogative, for they gnawed at the



WARREN HOTEL

flimsy structure Orans and Anderson had laboriously built until it was undermined and swept away by the first rise in the river. A second effort met with a similar fate and the discouraged partners sold out to Henry G. Sheldon, who built a mill which he operated by steam power. Sheldon in turn, sold out to C. R. Underwood in 1873. Associated with Underwood were Eli Rittgers, Christ Eberhardt, and H. H. Sudendorf.

Representatives of the James G. Gower interests of Iowa City, Iowa, had opened the Smoky Hill Mill southwest of the present site

of the Salina brick plant. The land was owned by J. Bennett,, who later conveyed title to the Gowers. After acquiring the old Sheldon Mill, Underwood and his associates raised their mill dam. This caused the water to back up and seriously interfered with the Gower plant. The injured parties threatened suit, but Underwood, who seems to have possessed unlimited capital, bought them out and occupied the mill and a thirty-acre tract in February, 1874.

The Underwood-Sudendorf-Eberhardt Company operated the Lull and Rittgers Mill until January 1, 1874 when they closed it and moved down stream to consolidate with the old Sheldon Mill where the Western Star now stands. This reorganized plant was known as the Western Star Milling Company. It later passed into the control of the Sudendorf interests, who sold it in 1925 to its present owners, J. J. Vanier and Company. Its production capacity is 1,200 barrels daily; there are storage facilities for 500,000 bushels. The old mill remained standing until early in 1938, when the weather beaten structure was completely dismantled.

The production of flour in central Kansas was greatly increased during the late 1870's by the introduction of hard winter wheat. In 1878 H. T. Wolley, F. Goodnow, and S. A. Mapes built a mill near the present site of the Shellabarger Mill on N. Santa Fe Avenue. Five years later this plant was purchased by the Shellabarger interests and has since been operated by them. In 1939 the mill had a daily capacity of 2,000 barrels and an elevator storage capacity of 2,000,000 bushels.

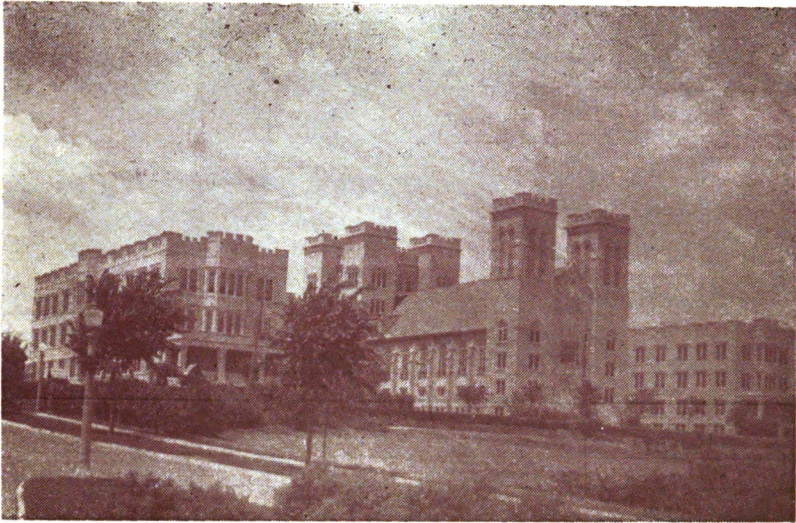
Henry D. Lee, whose name is part of the firm names of three of Salina's leading industries, came to the city from Ohio in the late 1880's. In 1889 he founded the H. D. Lee Milling Company, which is still operating. This mill, at 349 N. Santa Fe Avenue, has a daily capacity of 2,000 barrels and a storage capacity of 750,000 bushels.

The World War period was marked by an increase in milling activities. In 1917 J. J. Vanier and Company leased the Weber Flour Mill, at North and Ninth Streets, and have since operated it under the name of the Weber Mill and Elevator Company. It has a daily capacity of 2,000 barrels and storage facilities for 1,000,000 bushels. The Robinson Milling Company, at 500 N. Ninth Street, was built during the following year. This mill, which like the other Salina mills, is electrically operated, has a daily capacity of 1,300 barrels and elevator facilities for the storage of 500,000 bushels of wheat.

These five mills have a total capacity of 8,500 barrels daily and ship a daily average of two carloads of wheat to eastern markets.

POINTS OF INTEREST

ST. JOHN'S MILITARY ACADEMY, Santa Fe and Otis Aves., occupies a fifty-acre campus on the northern edge of the city. The school is maintained by the Protestant Episcopal Church and was founded in 1887, largely through the efforts of Bishop E. S. Thomas of the Salina Diocese. At an early date Vail Hall, the main building, was completed. It is a four-story structure of brick and limestone adorned with towers and gables in the Romanesque style of Richardson. A gymnasium and barracks were constructed in 1904.



MARYMOUNT COLLEGE

The school is divided into two divisions: The Upper School and the Lower School. The Upper School offers, in addition to military training, courses equivalent to those in an accredited high school. The Lower School enrolls boys who have completed the third grade. An annual spring encampment is one of the features, and the entire school, including faculty members, lives under canvas during this two weeks period of intensive military training.

In 1939 St. John's had an enrollment of seventy-six cadets.

MARYMOUNT COLLEGE, E. end of Iron Ave., a Roman Catholic boarding school for girls, was established in 1922 by the Sisters of St. Joseph. The main building, on the summit of a hill on the eastern edge of the city, overlooks Salina and the vast wheat fields in the valley of the Smoky Hill. Erected at a cost of approximately \$1,000,000, it is a three-story "E"-shaped structure of Indiana limestone, designed in the Gothic style. In the central wing is the chapel of the Immaculate Conception, the outer wings house the administrative office, class and reception rooms, and dormitories. On the walls of the GREEN ROOM, one of the reception rooms, are two paintings, *John and Jesus*, and *The Holy Family* by Elizabeth Sirani (1642), a Florentine painter, and a copy of *La Belle Ferroniere*.

The college HERBARIUM, started in 1935 by Sister M. Crescentia, instructor in biology, contains between 500 and 600 specimens of plant life, a large portion of which were collected by botany classes from the college campus. It is planned to enlarge the herbarium until it contains specimens of all plant life in the Central Plains states.

Marymount is an accredited institution and offers four-year cour-

ses in liberal arts, fine arts, science, and home economics. Its enrollment (1939) is approximately 100.

KANSAS WESLEYAN UNIVERSITY, Santa Fe Ave. and Claflin Ave., is a coeducational Methodist institution with an enrollment (1939) of 375. At the first session of the Northwest Kansas Conference of the Methodist Church, held at Beloit in 1883, plans were formulated for the "establishment of an institution of higher learning to be conducted under Christian auspices within its bounds." Several cities in the conference area immediately made offers to the trustees, but Salina's proposal to donate a tract of fifteen acres for a campus and to erect a building at a cost of \$26,000 was accepted. The cornerstone of Lockwood Hall, the first building, was laid early in 1886, and classes were held in September of that year. Among the other buildings on the attractively landscaped campus are: Schuyler Hall, a women's dormitory; Carnegie Science Hall, King Gymnasium, and the **HALL OF PIONEERS**, erected in 1924, and dedicated to the Kansas pioneers. This is a two-story brick structure with limestone trim, designed in the Gothic style by Zerbe and Wilmarth. It contains the Sams Memorial Chapel, Miller Hall, the college offices, and classrooms for the Liberal Arts Department. In the chapel is a mural painting by Robert W. Grafton, **Coming of the Pioneers**.

A MUSEUM (open during school year) in Carnegie Science Hall contains numerous geological, zoological, and botanical specimens.

Kansas Wesleyan offers courses in liberal arts, science, and fine arts and maintains a summer session for teachers.

The **SALINA PUBLIC LIBRARY** (open 10 - 9 weekdays; 3 - 5 Sun. during winter; 9 - 6, 6 - 9:30 weekdays during summer), SW. corner 8th St. and Iron Ave., is a two-story brick and limestone building of Neo-Classic design. The original building was designed by Fred Gum, Salina architect, and completed in 1903. An addition constructed in 1928 was designed by Ben Byrnes of Salina. The library contains 38,000 volumes and 500 bound volumes of periodicals. Some 175 periodicals are received for filing. A small art collection includes five paintings of Birger Sandzen. Henry Ford presented the library with a complete set of McGuffey's readers in 1928.

On the first floor of the building are a reference room, two stack rooms, a reading room, an office, and Jennie V. Bartlett Room, a memorial to the late Jennie V. Bartlett, Salina school librarian, who left a bequest to the association. It is used as a children's room. The basement contains a club room and storage space.

On the second floor is the **HISTORICAL MUSEUM** (open 2 - 5, 7 - 8 Mon., Wed., Fri.; 2 - 5 1st and 3rd Sun.), containing Indian artifacts, numerous articles of historical interest, and a historical reference library of 500 volumes. There is a collection of photographs of Salina at various stages of its development, of persons prominent in the history of the town, and of the devastation wrought by the great flood of 1903. Indian relics include arrowheads and a flint tomahawk found near Indian Rock a few months after the intertribal battle. Most of the museum articles were originally the property of Alexander M. Campbell, Jr., son of one of the town founders.



CLAYTON HOTEL

MEMORIAL HALL, 9th and Ash Sts., is a three-story brick and concrete structure designed in the classic style by C. W. Shaver of Salina, and dedicated in 1923 as a memorial to the Saline County veterans of all wars. The hall, which is used as a municipal auditorium, has a seating capacity of 3,000. Concerts and other entertainments are held here during the season.

On the second and third floors are women's club rooms, rest rooms, and offices of Salina veteran's organizations.

OAKDALE PARK, entered from the N. by Oakdale Dr. and from the W. by Mulberry St., is the city's oldest park, having been designated in 1876. It is a fifty-acre expanse of bluegrass, shaded by elm and walnut trees and lies in a bend of the Smoky Hill River. Recreational facilities include a swimming pool, tennis and horseshoe pitching courts, and picnic grounds. **CLAFLIN HALL**, an open-air auditorium with a seating capacity of 1,500, was erected in 1905 as a memorial to A. M. Claflin, Salina philanthropist by his widow. At the north entrance to the park is the **SPANISH WAR AND G. A. R. MEMORIAL GATE**, erected by Saline County at a cost of \$13,000. On the pillars of the gate are heroic bronze figures of a Civil War soldier and a Spanish-American War soldier. A forty-foot flag pole near the entrance was erected as a Civil War memorial by the Daughters of Union Veterans.

KENWOOD PARK, entered by a foot bridge that spans the Smoky Hill River at the E. end of Oakwood Dr., or from the E. end of Prescott Ave., is a ninety-acre tract which juts out like a peninsula

in a bend of the river, enclosed on three sides by the meandering water course. AGRICULTURAL HALL, a brick pavilion with a seating capacity of 5,000, was built by Saline County at a cost of \$65,000. The annual 4-H Club fair is held here. In 1935 a section of the park was leased to the board of education, and a stadium and athletic field were completed in 1938 as a PWA project for the use of the high school athletic teams and the Salina "Millers." A half-mile race track, horse barns, and a grandstand were completed in 1937 and 1938 as a part of a WPA project for park improvement.

RIVERSIDE PARK, Elm St. and Riverside Dr., is a five-acre tract lying along the right bank of the river. It is equipped with children's playgrounds and picnic facilities.

SUNSET PARK, W. end of Sunset Dr. (an extension of Minneapolis Ave.), is a twenty-acre tract that was deeded to the city in 1918 by the promoters of the Highland Court Addition. Little was done in the way of improvement until 1935 when a program of beautification was begun through the cooperation of WPA.

COUNTRY CLUB PARK, on Marymount Rd. between Crestview Dr. and Country Club Rd., is a two-acre landscaped tract deeded to the city in 1925 by the promoters of the Country Club Addition.

THOMAS PARK, N. end of 9th St., sometimes called North Side Park, was recently acquired by the city from St. John's Military Academy. The park has been improved by the State Highway Department at a cost of \$10,000. The city of Salina is to assume the expense of maintenance.

The SITE OF CAMPBELL'S FERRY, E. Iron Ave. and 4th St., is commemorated by a granite marker placed on the site by the Saline County Chapter, Native Daughters of Kansas. In 1854 the Federal Government built a wooden bridge across the Smoky Hill River near the present site of Kanopolis in Ellsworth County, approximately thirty miles southwest of Salina. This bridge was washed away in the flood of 1858 and much of the timber drifted downstream as far as Salina where it was salvaged by Alexander Campbell. Assisted by James Muir, he built a ferry boat with the bridge wreckage and began to operate a free ferry connecting the frontier town and Campbell's thriving trading post with the western terminus of the Phillips Road from Salina to Topeka. Some early residents declared that the boat was used as a bridge when the river was low and a ferry boat during periods of high water. Campbell's business activities often necessitated his departure for several days at a time, but Mrs. Campbell continued the service during his absence. Women often gathered at the ferry landing in the early days to do their washing since the river water was much softer than the rather brackish well water in the town.

The UNITED LIFE BUILDING, 103 S. 7th St., Salina's largest office building, is a ten-story structure of structural steel and brick with polychrome terra cotta trim, designed in contemporary style by Charles W. Shaver of Salina.

The SALINA JOURNAL BUILDING (open 8 - 5), SW corner 7th St. and Iron Ave., a three-story structure of red brick with sandstone



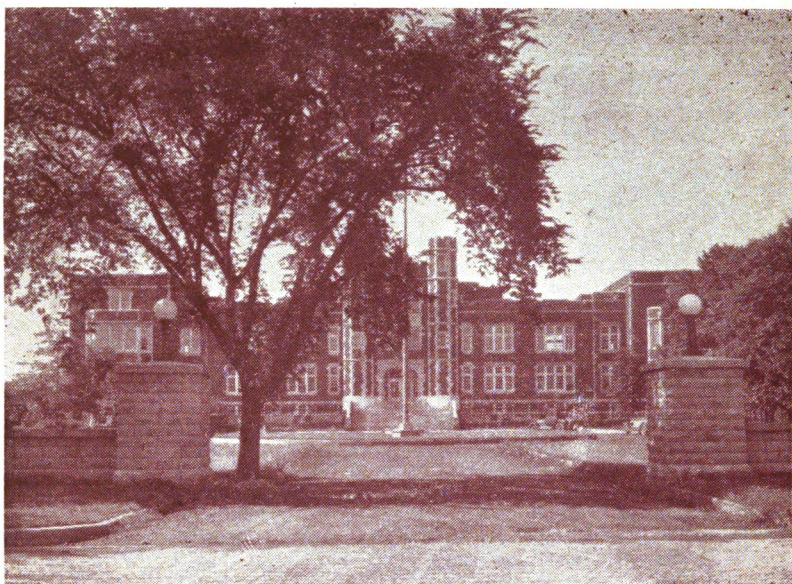
KANSAS POWER AND LIGHT COMPANY BUILDING

trim, was Salina's post office prior to the construction of the new building one block west. Erected in 1896 it is a Romanesque adaptation with a gabled slate roof and a turret rising above the arched portico. The *Journal*, a daily newspaper, has its press rooms and editorial and business offices here. A portion of the second floor is occupied by the studios of radio station KSAL.

UNITED STATES POST OFFICE, SE. corner 8th St. and Iron Ave., a two-story yellow brick and tile building of contemporary design, was dedicated September 24, 1938 by Postmaster General James A. Farley. More than 20,000 persons attended the dedication ceremonies. The building is constructed so as to permit the addition of a third and fourth story, plans for which have been prepared.

Salina's first post office building was at 102 E. Iron Ave., a site now occupied by an office building. Alexander Campbell, the first postmaster, was appointed November 14, 1861 by President Abraham Lincoln. Since the earliest days of the settlement Campbell had acted as unofficial postmaster, sorting mail for the settlers in his log trading post which stood near Fifth Street and Iron Avenue. Before regular mail service was established between Salina and the eastern settlements, it was customary for traders who made regular visits to Junction City or Fort Riley to call for the Salina mail and bring it back to the storekeeper. Campbell served as postmaster for 27 years.

The SALINE COUNTY COURTHOUSE, 245 N. 9th St., is a three-story building constructed of Indiana limestone and designed in the



KANSAS WESLEYAN UNIVERSITY

classic style. The lawn is attractively landscaped and shaded by large elm and walnut trees. Replacing the first courthouse, it was completed in 1910.

The CITY HALL, SW. corner Ash and 5th Sts., is a three-story early American-type building of red brick constructed in 1912. It was designed by Wilmarth and Zerbe and houses the offices of the city officials, the police court, and the Chamber of Commerce.

The MASONIC TEMPLE, 340 S. Santa Fe Ave., a four-story limestone structure of classic design, was erected in 1921. Collaborating architects were Condon and Company, William Schmidt, and C. L. Zerbe.

It contains the ART COLLECTION of the Salina Art Association (open 9 - 5 weekdays; 2 - 5 Sun.), which includes oil paintings by Birger Sandzen, Henri Walbert, and Carl Muller, and a number of prints and etchings by Kansas artists including Sandzen, Herschel Logan, of Salina; C. A. Seward, of Wichita; and Mary Huntoon and Wallace Baldinger, of Topeka. The Salina Art Association, which holds its meetings here, originated with a small group of persons interested in art who gathered here in 1927 for a series of art lectures by Dr. Birger Sandzen. A permanent organization was effected in 1929. Three years later plans for the organization of the Kansas State Federation of Art were formulated at a meeting in Salina, attended by representatives of the Salina group, the Topeka Art Guild, and the Art Department of the Kansas State College, Manhattan.

The HILANDS IRIS GARDEN, 119 E. Jewell St., contains 225 varieties of iris, which bloom in May and attract flower lovers from all parts of Kansas to this colorful little plot of ground. Varieties from Africa, Spain, and Italy have been imported by W. A. Hilands, who took up the cultivation of this flower as a hobby in 1918. Some varieties reach a height of sixty inches.

From behind INDIAN ROCK, E. end of Gypsum Ave., a huge sandstone boulder on the side of a promontory known as Brick Plant Hill, the Kansas sharpshooters fired into the ranks of the allied Plains tribes in the great battle fought here in 1857 (see **FIRST AMERICANS**). "In the year 1858," wrote Mrs. Christine Campbell, wife of Alexander Campbell, "I stood upon the hill east of Salina known as Glennifer, or Brick Plant Hill, where only a few short months before was fought one of the fiercest and most cruel Indian battles known to white settlers; around were strewn thousands of arrows and implements of Indian warfare. Indian Rock besmeared with blood, showed the part it played in repelling the repeated savages attacks. It was here that the Cheyenne made their last attack."

GYPSUM HILL CEMETERY, Gypsum Ave. and Iowa St., the city's oldest burial ground, is attractively landscaped with evergreens and shrubbery. It was established in 1870 on this hilltop, which overlooks the Smoky Hill Valley. The cemetery was owned by a stock company until 1920 when it came under municipal control. Among the prominent persons buried here are Col. William A. Phillips and Alexander Campbell, town founders; and Henry D. Lee, pioneer merchant and mill operator.

The ROBINSON MILLING COMPANY (open 8 - 5 weekdays, guides furnished at business office), 550 N. 9th St., is representative of the five great flour-producing plants in Salina.

The average visitor to a flour mill on his first inspection tour sees the milling process backwards. Because of the physical make-up of the plant, he comes first in contact with the final processes, then progressively sees the earlier operations undergone by the wheat grain in its journey to the flour sack.

The wheat comes to the mill from the elevators, which are huge, cylindrical concrete storage bins, through a subterranean passage, and is hoisted in bucket-like containers on an endless belt from the basement to the top of the mill, where the first of the actual milling processes begin. The Robinson Mill has six floors, and, for a clear conception of milling operations, it is best to begin the inspection tour on the sixth. Here the grain from the elevator is submitted to a preliminary dry scouring process, then lowered to the fourth floor where it goes through another dry scouring, is dampened and scoured again. At one point on the fourth floor the stream of grain passes over a series of magnets which remove all bits of metal. Then the grain is hoisted again to the sixth floor to the tempering bins, where warm water and steam is played on the wheat to toughen the bran, raise the temperature of the grain, and to keep dust at a minimum while grinding. The tempering processes on the fourth and sixth floors may take from 12 to 36 hours, depending on the quality and maturity of the grain.

At the west end of the sixth floor are three large suction fans, dust collectors that keep the air clear and pure in the elevator head

and in all sections of the plant. Dust and air is expelled through a stack in the roof of the building. During winter months warm air is forced to the fourth floor by these fans, where it circulates in a revolving dust collector, adding greatly to the warmth of the entire building and reducing heating costs.

After the grain has passed through the scouring and tempering processes, it is conveyed to the third, or "roll" floor, where it is subjected to grinding or "breaking." The grain passes through five "breaks" or grinding processes. The first two breaks are made with corrugated rollers, the others with smooth rollers. After each grinding, the meal is hoisted to the fifth floor, where it is sized and sifted. After the fifth break, the bran and shorts are completely separated from the flour and they are removed and conveyed to the feed packing department on the second floor to be sacked and sold as feed for livestock and poultry.

After the fifth break, the flour is subjected to seven more grinding processes under the "middling" rolls on the third floor. After each middling grind the flour goes to the fifth floor to be sifted. Here the visitor sees eight large shaking sifters, six feet in height and about 36 inches square. In each sifter are 27 sifting trays. The flour is sifted through silk cloth imported from Switzerland, a cloth that ranges from 10,000 to 16,000 mesh per square inch. After the seven middling grinds the flour is bleached and aged by exposure to a mixture of sodium chloride gas. This bleaching process can be observed on the fourth floor.

Bleached and ready to sack, the flour is conveyed to the packing department on the second floor where it is packed in paper and cotton bags containing from 2 to 196 pounds. In its numerous processes, the mill produces patent flour, baker's flour, clear flour, whole-wheat flour, farina, bran, and shorts.

The mill's 400 horsepower plant is on the second floor. It is an electric super-synchronous motor manufactured by the General Electric Company at Schenectady, New York. The outside coils are operated on 2,200 volts of alternating current, while the core winding operates on direct current. Power is transferred to the main line power shaft with 600 feet of endless one-and-one-half inch steel cable, then to the various machines from the line shaft by flat leather belts.

On the second floor visitors are shown the chemical laboratory where wheat is tested for protein, moisture, and density, and the completed flour is tested by baking biscuits, cake, and bread. Adjoining the laboratory are the mill's business offices. On the ground floor are the ends of the spouts and chutes which transport grain and flour to all sections of the mill, and here, too, is a well-equipped lounging and dressing room with showers and individual lockers for the mill employees.

GHOST TOWNS OF SALINE COUNTY

Since the first white settlers came to Saline County almost sixty towns have come into being. Some have grown to prosperous trading places. Some have remained a cluster of houses at a crossroad; one has developed into a thriving city. Forty of these tiny, ambitious



SANTA FE AND IRON LOOKING WEST

towns have joined the list of Kansas "ghost towns." Many of them were never more than a lonely country store. Others had avenues and streets and dreams of urban prosperity. Some were folded into newer towns and absorbed. Some had their buildings ruthlessly uprooted and hauled away, and their city lots plowed for the greedy spread of the wheat.

The county's first town, established in 1856, is one of these ghosts. It had a cabin with two inhabitants and the glamorous name of Mari-posita, named for the California estate of John C. Fremont. It even had a suburb, for its settlers regarded the remote cabin of the Schippel family as part of their town.

Another famous ghost town was Buchanan, which in 1857 boasted of a square and eight cabins. It had two families and a charter phrased in the glowing optimism of the period. It might have prospered but after its founder, Capt. Richard Mobley, lost an only child, the heartsick group of settlers abandoned their neat little village and its idealistic charter.

One of the best known early towns was Pliny whose classical name still preserves a memory of the educated men who once gathered around the apple barrel and waited for the postmaster, George Prescott, to deliver the mail from "back home." Varian's trading post, two miles to the northeast, had gone when the great herds vanished from the Chisholm Trail and Pliny was the gathering place for all that corner of the county. Rev. J. H. Lockwood homesteaded there



SANTA FE AND IRON LOOKING NORTH

and founded a Methodist Church in 1873. Most of Pliny eventually was moved to Gypsum City, but there is still a Pliny school where descendants of some of the early settlers learn the rudiments of that education their forefathers so highly prized

Chico, northwest of Gypsum City, had ten years of life as an active and promising village. One of the railroad fights, so common in the 1880's resulted in the secret removal of Chico's railroad depot one Sunday night in order to escape an injunction. The houses and stores were soon moved, too, leaving only a few clumps of trees and an occasional lilac bush to mark the site.

Bridge lay at the bend of Gypsum Creek, two miles north of the present city Gypsum. It was one of the post offices served by mail carrier Wellman, who rode south from Solomon City across Saline County to meet the mail from Canton, in McPherson County. The early school became the G. A. R. Hall, an organization which ceased to exist locally when the last Union Veteran died on July 4, 1935. The store has long since become a part of the James Aitken farmstead, but there still clings to the history of Bridge a memory of the genial and friendly personality, of the postmaster-storekeeper, Henry C. Grider.

Among those towns which have faded almost completely was Gypsum Creek in the far southeast corner of the county. It may have known excitement for the cattle sometimes came this way, but cowboys were rarely historians and the record of its existence is a vague echo.

Among those towns which have been absorbed by later towns on the same or near-by sites are: Lesterville (Kipp), Hohnack (Bavaria), and Mulberry (Glendale.) The northern part of the county had several towns, such as Crown Point, Marydel, Shipton, and Trenton of which there are only traces today. The latter two were once platted with ambitiously named streets and avenues but only the Trenton elevator remains.

Many of these early towns are but names today, with often even the record of the townsites lost. Sometimes the names were nostalgic, as when a homesick Ohioan named the lost Marietta. The origin of others is a matter of conjecture. Was Oasis, a mile west of Mentor, named for the green beauty of the valley, or was it applied in jest to a place where a traveler could quench his alcoholic thirst? An atmosphere of Victorian romance seems to surround that dot on early maps of Solomon Township indicating the existence of a tiny hamlet called East Lynne. Only by turning through the crumbling, yellowed pages of old newspapers is it possible to appreciate the activity, hopes, dreams, and bluster of these tiny towns of the long ago.

TOUR 1—15.1 M.

North from Santa Fe and Iron Aves. to the junction with US 40, 0.5 m.; R. on US 40.

At 1.6 m. is the junction with Ohio St. Left on Ohio St., an improved road, to the junction with another improved road, 3.5 m.; R. on this road to the SITE OF SCHIPPEL'S FERRY, 1.5 m., on the Saline River. Adze-hewn logs and oaken planks, remnants of the old ferry landing, still mark the site. Gotthart Schippel, a native of Germany, came to Saline County from Iowa in the early summer of 1857. The former Iowa farmer carried on some trade with the Kansa Indians for a while, but the presence of unfriendly bands of Cheyenne convinced him that it would be advisable to abandon his tentative plan of establishing a trading post. He left this section of the Territory, working in Kansas City until the spring of 1858, when he returned to Saline County and began farming along the Saline River. The government had built a pole and plank bridge here, but this unstable structure was swept away by the flood of July, 1858. Schippel was then asked by the government to establish a ferry, as there was reason to believe a railroad would be built soon and there was a desire to avoid the expense of replacing the bridge. With the aid of his son, John, the German built a ferry boat which he operated by means of ropes and pulleys attached to trees on the river bank. When the railroad came to Salina in 1867 there was no more need for Schippel's ferry, but the enterprise had been profitable and he was able to buy a section of rich valley land and settle down to his earlier occupation of farming. In this he also prospered, and at one time owned more than 1,000 acres of land, nearly two-thirds of which was under cultivation. He lived for some time in Salina and served as a member of the city council.

At 2.2 m. (R) are the elevator and storage bins of the SHELLA-BARGER MILL AND ELEVATOR CO., with a capacity of one million bushels.



LAMER HOTEL

At 5.3 m. is the junction with a graveled road.

Right on this road is the INDIAN BURIAL PIT (adm. 25c), 1 m., protected by a frame structure erected on the George Kohr farm. This prehistoric ossuary contains 142 skeletons and other skeletal formations. Archeologists, including Dr. Waldo R. Wedel of the Smithsonian Institution, and A. T. Hill, Director of the Nebraska Historical Society Museum, regard the discovery as the greatest archeological event in the Middle West. The pit is believed to have been a communal burial place for a Plains tribe of the Pawnee culture. The pit contains four layers of skeletons, most of which lie on their right sides, facing the sun.

At 5.8 m. the route crosses the Saline River near the site of WOODWARD'S FERRY LANDING. A free ferry was established here in 1864 by James Woodward and continued in operation until the stream was bridged in the early seventies.

Between this point and NEW CAMBRIA, 6.5 m. (1,200 alt., 130 pop., a shipping point on the Union Pacific, the highway follows the approximate route of the OLD BUTTERFIELD TRAIL, over which Butterfield's Overland Despatch operated in 1865-66. The Butterfield route from Atchison to Denver was shorter than the Overland Route traveled by the coaches and freight wagons of the Holladay Line, successor to the famous firm of Russell, Majors & Waddell, but Butterfield could not compete with Ben Holladay, and in 1866 he sold out to his rival, who abandoned the line. Salina was a station on the Butterfield Line in the early sixties.

SOLOMON, 15.1 m. (1,171 alt., 1,032 pop.,) is almost entirely in Dickinson County, but one small segment of the town, including the Roman Catholic Church, is on the west side of the boundary line between Saline and Dickinson counties. Solomon, founded in 1866 and named for the winding Solomon River which meets the Smoky Hill a mile southeast of town, is a rural trading and shipping center and a junction point between the Union Pacific main line and one of its northern Kansas branches. The Saline County section of the town is built on the approximate site of the ghost town Buchanan, an early day settlement founded in 1857.

TOUR 2—21.5 M.

South from Santa Fe and Iron Aves. on US 81

At Nine Mile Station, 9m., is the junction with State 4, improved.

Left on this road to **GYPSUM**, 10 m. (1,265 alt., 638 pop.,) once the site of a plaster mill that utilized the gypsum deposits near-by. Much of the stucco used in the construction of the buildings for the Chicago World's Fair in 1893 was shipped from here. Gypsum is now a rural market town, with a modern grade school and high school.

Right from Nine Mile Station on an improved road to the junction with another road, 4 m.; L. on this road, 1.1 m., to **SALEMSBORG** (1,500 alt., 14 pop.,) a crossroads trading point and the religious center of a prosperous Swedish agricultural community. The **SALEMSBORG LUTHERAN CHURCH**, a twin-towered Gothic edifice constructed of brick and limestone, has two towers because of a compromise between the older and younger members of its congregation. In the late 1920's when it was planned, a wealthy elder insisted that the inscription above the portal be in the "founding language"—Swedish. The younger generation, many of whom were not familiar with the mother tongue, insisted upon an English inscription. The result was a compromise, a liberal donation from the wealthy elder, and the twin towers, each above a portal—one inscribed in Swedish, the other in English. When evening services are held in Swedish the Swedish tower is lighted. When the service is in English lights gleam in the other tower.

At 19 m. on US 81 is the junction with another improved road.

Right on this road, 1.8 m., to **CORONADO HEIGHTS**, the southernmost extremity of a range of low hills that rise from the flood plains of the Smoky Hill River, and are known as the Spanish Buttes. The Spanish conquistador is said to have camped here in 1541 on his search for the Seven Cities of Cibola. Fragments of Spanish mail found near-by, and Coronado's own statement that he camped on the highest promontory in this range support the belief. A shelter house of sandstone boulders, designed like an old Spanish fort, was built on the summit as a WPA project in 1936. A winding highway, also constructed by WPA leads to the shelter house. There are ovens, benches, and other picnic facilities. The sweeping panorama from the heights is one of the most im-



INDIAN BURIAL GROUND

pressive in the state. Thousands of acres of fertile farm land stretch away to the south and east, while to the north and west extends a ragged line of barren looking hills, covered only by native grasses and boulders. The lights of six neighboring towns are visible at night.

LINDSBORG, 21.5 m. (1,332 alt., 2,016 pop.,) metropolis and educational center of the Kansas Swedish settlers, lies in a bend of the Smoky Hill River, surrounded by well-kept farms. On the north edge of Lindsborg is BETHANY COLLEGE, a Swedish Lutheran institution, founded in 1881. In Bethany's Presser Hall the Messiah Festival is presented every year during Holy Week and at Easter by the Lindsborg Oratorio Society. Lindsborg is also the home of Sven Birger Sandzen, one of Kansas' leading artists.

TOUR 3—43 M.

West from Santa Fe Ave. on Iron Ave. to College Ave. Right on College Ave. to State Ave. (which becomes State Ave. Rd.) Left on State Ave.

At 8 m. the route turns right to Hedville, 9.5 m. (1,265 alt., 20 pop.,) a rural trading center established in 1915 as a station on the Salina Northern Railroad (now the Santa Fe.) The center of a Swedish agricultural community, Hedville was named for the Hedquists, a pioneer Swedish family.

At 10 m. the route turns left.

At 16 m. (L) is the SITE OF THE PADUCA INDIAN VILLAGE where de Bourgmont concluded a treaty with the tribe in 1724.

Glendale, 19 m. (1,252 alt., 75 pop.,) is another hamlet that came into existence when the Salina Northern Railroad was built through this section of the county in 1915. An earlier settlement, built around a general store was known as Mulberry. Glendale is an unincorporated village without a post office, mail being received from Westrail, a town in Lincoln County.

At Glendale the route turns left.

At 22 m. (R,) on the Charles Farm, is the INDIAN CAVE (for permission to visit apply at farm house,) a natural shelter formed by a ledge of rock which juts out from hillside. This is believed to have been a refuge for Indian hunters of some prehistoric tribe, who left a record of their hunting expedition by carving a pictograph on the rock walls of the cave. This example of aboriginal art depicts a group of hunters gathered around a slain buffalo. In this vicinity, historians believe, a great battle was fought between two of the Plains tribes resulting in the annihilation of one of the warring bands.

Between here and BROOKVILLE, 28 m. (1,353 alt., 27 pop.,) the route passes through rugged hills, furrowed by numerous small streams. This was originally an area of cattle ranches, but a larger portion of the acreage is now sown to wheat. Brookville, at the junction with US 40, is a semi-prosperous shipping point on the Union Pacific Railroad and has a small modern hotel and a tourist camp.

Brookville was platted in 1869 on a site donated by the Kansas Pacific (Union Pacific) Railroad Company, which had built its line through this part of the county two years earlier. The first settlers were mostly Union veterans of the Civil War and railroad men who planned to make the town a division point. For a time the railroad officials seemed to favor this plan but Salina eventually received the plum and Brookville declined, although it enjoyed a period of boisterous prosperity as a "cow town."

Wild Bill Hickok, Buffalo Bill Cody, and other notables of the cattle trail visited the town frequently during the 1870's. In 1871, according to tradition, Jesse and Frank James with several members of their band, camped near here for a few days.

At Brookville the route turns right on US 40.

BAVARIA, 34.5 m. (1,268 alt., 65 pop.,) a cluster of small dwellings, filling stations, and stores scattered along the highway, is one of the older towns in Saline County. First known as Hohneck, it was settled in 1865 by a group of German immigrants on land previously owned by Ernest Hohneck, who was the town's first postmaster. In 1877 a colony from Ohio established a rival town, which was named Bavaria for the province in Germany, and Hohneck's leaders soon asked and were granted permission to merge with the new town.

At 43 m. on US 40 the route reenters Salina.



INDIAN BURIAL GROUND

CHRONOLOGY

- 1541 Francisco Coronado, Spanish explorer, the first white man in present Saline County.
- 1719 Claude Dutisne, French explorer, follows the Smoky Hill River to its source, passing through what is now Saline County.
- 1724 De Bourgmont's expedition passes through the northwest part of the county.
- 1806 Expedition under Lieut. Zebulon M. Pike camped in the county for several days.
- 1842 John C. Fremont, followed the course of the Smoky Hill River, passes site of Salina.
- 1854 Military Road established from Fort Riley west through Saline County.
Kansas Territory opened to settlement.
- 1855 Government engineers construct a wooden bridge across the Saline River.
- 1856 First attempt at settlement in Saline County. Mariposa established and cabins built at the mouth of Saline River. The settlement is soon abandoned.
- 1857 Last Indian battle in the county fought at Indian Rock, near the east residential section of present day Salina, between the Delaware, Pottawatomie, and Kaw, reservation tribes; and the Cheyenne, Arapahoe, and Sioux, Plains tribes. Victory for the civilized tribes opened the territory to peaceful colonization by the white men.

- 1858 Col. W. A. Phillips, A. M. Campbell, and James Muir, Scotsmen, settled on the townsite of Salina.
A. M. Campbell establishes the first store in Salina.
Christine Phillips and A. M. Campbell the first Salina couple to be married, the ceremony being performed at Riley City.
Floods wash out the government bridge and a free ferry across the Smoky Hill River is established at Salina.
Col. William A. Phillips, after the flood, lays out Phillips Road from Salina to Lawrence, following the divide south of the Smoky and Kaw Rivers.
- 1859 Christine Campbell, the first white child born in Salina.
Gotthart Schippel builds a toll ferry across the Saline River.
- 1860 First wedding ceremony performed in the county, that of B. S. Bean and Margaret Morrison.
- 1861 First school (subscription) established, taught by Ella Thacker, in the south room of the old City Hotel building.
Post office established in Campbell's store at the corner of Santa Fe and Iron Avenues, with A. M. Campbell acting as postmaster.
Col. William A. Phillips organizes an Indian regiment for Civil War service.
- 1862 Salina attacked by guerrillas. Fifteen raiders ride into town, taking all arms and ammunition.
- 1867 Kansas Pacific extends its rails to Salina.
First issue of the **Salina Herald** published by F. B. J. Hanna.
Salina organized as a city of the third class.
- 1869 What is claimed to have been the first alfalfa in Kansas planted on the present site of the Kansas Wesleyan University.
- 1870 First carload of wheat shipped from Salina to New York City.
- 1871 **Saline County Journal** established as a weekly newspaper by M. D. Sampson and W. H. Johnson.
Great fire in Salina. Twelve business buildings destroyed with a loss of over \$60,000.
- 1875 Fire destroys thirteen buildings. Estimated loss of \$20,000.
- 1881 County fair held for first time at Oakdale Park.
First National Bank established.
First twine wheat binder makes its appearance.
First typewriter brought into use in Salina office.
- 1882 Salina's first telephone system organized.
- 1884 Salina Normal University established.
- 1885 Big real estate boom starts in Salina.
- 1886 Kansas Wesleyan University established.
The towns of Gypsum, Falun, and Smolan are founded in Saline County.
- 1887 **Salina Journal** begins a daily edition.
The Rock Island and Santa Fe Railroads enter Salina.
St. John's Military Academy established.

- 1889 Boom in Salina collapses, causing heavy losses to many local investors.
- 1893 Thanksgiving Day. Death of Col. William A. Phillips, founder of Salina.
- 1896 Post office at Seventh Street and Iron Avenue completed.
- 1903 Disastrous flood. Four-fifths of the city inundated, including the entire business district. Many residents forced to the hills east of the city.
- 1904 Salina Normal University burned, was not rebuilt.
- 1909 Salina Country Club organized.
- 1910 Present Saline County Courthouse erected.
- 1911 City Hall erected.
- 1915 Salina Northern Railroad constructed.
- 1917 World War. Salina's Company M, 2nd Kansas Infantry mustered into Federal service; it becomes a part of Company M, 137th Infantry of the 35th Division.
- 1918 April. Company M embarks for France.
- 1919 June. Company M mustered out at Camp Funston.
- 1921 Salina adopts the commission-manager form of government.
- 1922 Memorial Hall constructed.
Marymount College for young women established.
- 1925 Municipal swimming pool in Oakdale Park opened.
- 1936 Union Pacific Railroad's streamlined train begins daily schedule, Salina to Kansas City.
- 1938 Sept. 24. Salina's new post office dedicated by Postmaster General James A. Farley.

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